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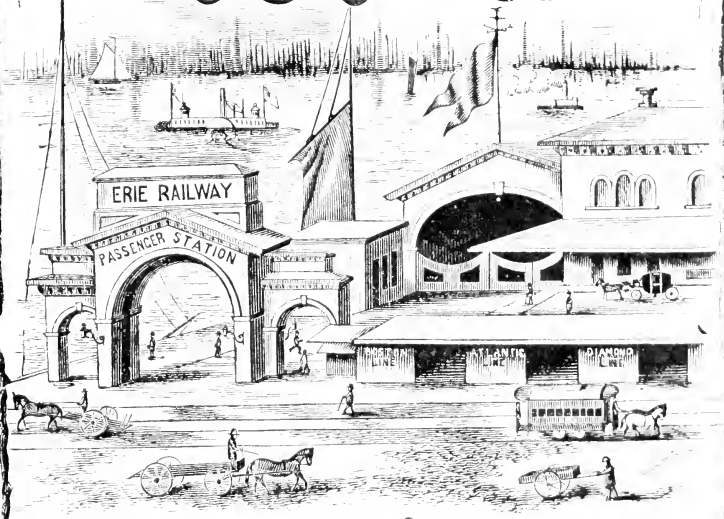
Suburban Homes

For City Business Men



On the line of the

ERIE RAILWAY

ERIE RAILWAY COMPANY.

Commutation Tariff, taking effect April 1st, 1873.

EASTERN DIVISION AND BRANCHES.

NEW YORK AND	Distance from New York.	COMMUTATION. One Month.	Three Months.	First Six Months.	Second Six Months.	Twelve Months.	Excursion Ticket.
RUTHERFURD PARK	9½	11.00	22.50	40.00	25.00	60.00	0.40
SANTIAGO	10¾	11.50	23.00	40.75	25.75	60.75	0.50
PASSAIC	12¼	11.75	24.25	42.25	27.25	62.25	0.55
CLIFTON	13½	12.25	24.75	43.00	28.00	63.00	0.65
LAKE VIEW	15	12.75	26.00	44.25	29.25	64.25	0.70
PATERSON	16¾	13.00	26.50	45.00	30.00	65.00	0.75
HAWTHORNE	18¾	13.75	27.50	46.00	31.25	67.50	0.85
RIDGEWOOD	22	14.75	29.25	47.75	33.25	71.00	0.95
HOHOKUS	23½	15.25	30.00	48.50	34.75	72.25	1.00
ALLENDALE	25¾	16.00	31.25	49.75	36.00	76.00	1.10
RAMSEY'S	27¾	16.75	32.50	51.00	37.25	78.50	1.15
MAHWAH	30	17.50	33.75	52.25	38.75	81.50	1.25
SUFFERN	32	18.00	34.50	53.00	40.00	83.25	1.35
RAMAPO	33¾	18.50	35.50	54.50	42.00	87.00	1.40
STERLING JUNCTION	34¾	18.75	36.00	55.25	43.00	89.00	1.45
SLOATSBURG	35½	19.00	36.50	56.00	44.00	90.75	1.45
SOUTHFIELDS	42	20.00	39.50	61.50	51.00	104.50	1.75
GREENWOOD	44¼	20.50	40.50	63.50	53.50	109.25	1.85
TURNER'S	47½	22.00	42.50	67.00	58.00	117.75	1.95
MONROE	49¾	22.50	44.00	69.25	61.25	123.75	2.05
OXFORD	52¼	23.00	45.50	72.00	64.50	130.25	2.15
GREYCOURT	54¼	23.50	46.50	74.25	67.50	135.50	2.25
CHESTER	55¾	24.00	47.25	75.25	68.75	138.00	2.30
GOSHEN	59¾	25.00	50.00	80.00	75.00	150.00	2.50
HAMPTON	63¾	26.50	52.00	83,00	77.75	154.00	2.60
MIDDLETOWN	67	27.50	53.75	86.00	80.00	160.00	2.75
HOWELL'S	71	28.50	55.75	88.75	82.50	163.75	2.90
OTISVILLE	75¾	30.00	58.50	91.75	85.75	168.25	3.10
GUYMARD	80¼	31.00	61.00	94.75	88.75	172.50	3.30
PORT JERVIS	88¼	33.00	65.00	100.00	93.75	180.00	3.60

NEWARK BRANCH.

NEW YORK AND	Distance from New York.	COMMUTATION		Local Fare.	Excursion Fare.	Package Tickets.
NEWARK	8¾	1 Mon.	6.00	20 cts.	35 cts.	10 for $1.50
"	"	2 "	12.00	"	"	"
"	"	3 "	18.00	"	"	"
"	"	4 "	23.50	"	"	"
"	"	5 "	28.00	"	"	"
"	"	6 "	32.50	"	"	"
"	"	7 "	36.50	"	"	"
"	"	8 "	40.50	"	"	"
"	"	9 "	44.50	"	"	"
"	"	10 "	48.00	"	"	"
"	"	11 "	51.50	"	"	"
"	"	12 "	55.00	"	"	"
		One Month.	Twelve Months.			
WOODSIDE	10¼	7.00	62.00	25 cts.	45 cts	10 for $2.10
BELLEVILLE	10¾	7.50	62.50	30 "	55 "	10 " 2.50
NORTH BELLEVILLE	11½	8.00	62.50	30 "	55 "	10 " 2.60
AVONDALE	12¼	8.50	63.00	35 "	60 "	10 " 2.70
FRANKLIN	12¾	9.00	63.00	35 "	60 "	10 " 2.75
HIGHLAND	15¼	10.00	63.50	40 "	65 "	10 " 3.00
CENTREVILLE	10¾	12.00	64.00	45 "	70 "	10 " 3.25

(Continued on 3d page of Cover.)

Head-quarters of Woodside Real Estate,

Established 1869.

WASHINGTON AVE., (one block west of Depot,)

WOODSIDE, (NEWARK,) N. J.

(See page 67.)

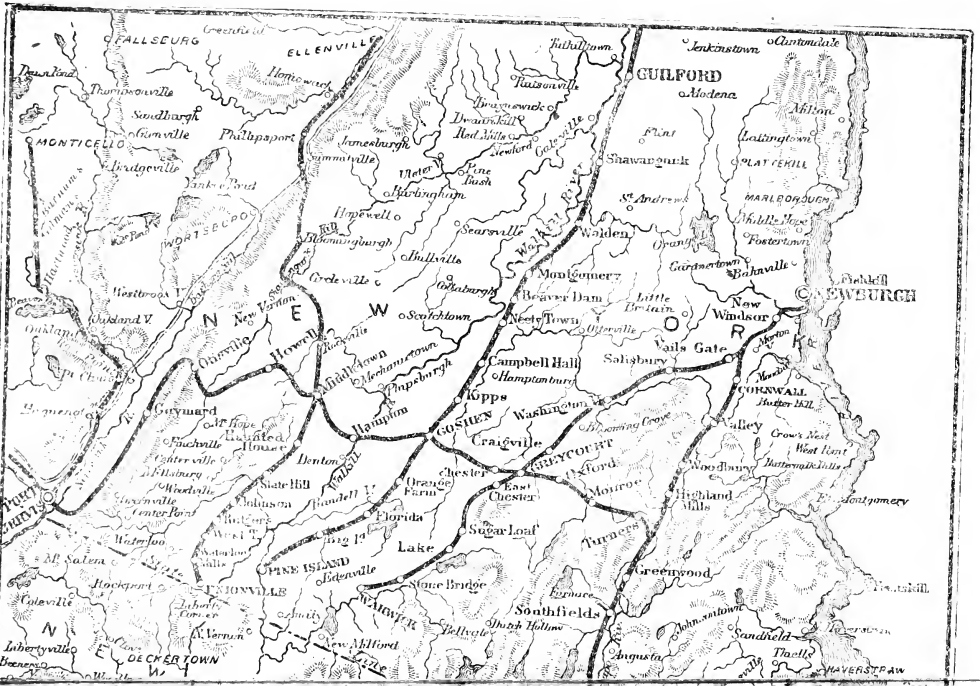
Cottages and Country Seats, $2,000 to $100,000.

LOTS, PLOTS and VILLA SITES,

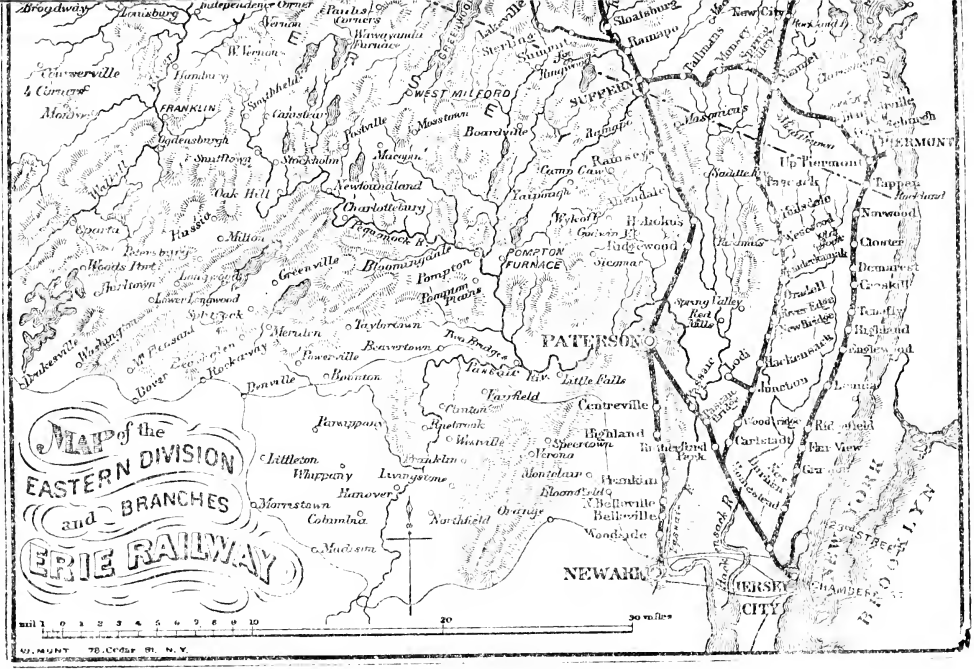
LAND BY THE ACRE.

Insurance effected in all first-class Companies. Commissioner of Deeds.

JOHN W. JOBLESON.



FALLSBURG
ELLENVILLE
Homowack
Thompsonville
Sandburgh
Glenville
MONTICELLO
Philippsport
Bridgeville
Yankee Pond
WORTSBORO
Westbrook
Oakland V.
Oakland
Pt. Chester
Hequenot
Goymard
Mt. Hope
Hunted House
Finchville
Centerville
Mt. Ellsburg
Woodville
Bloomingburgh
Greeleville
Bullville
Hopewell
Barlingham
Summitville
Jamesburgh
Ulster
Pine Bush
Braynswick
Dwarfkill
Red Mills
Newford
Galeville
Ruisonville
Tuthilltown
GUILFORD
Modena
Jenkinstown
Cantondale
Milton
Lattingtown
PLATTEKILL
MARLBOROUGH
Shawangunk
St. Andrews
Walden
Orange
Fostertown
Gardnertown
Bahnville
Fishkill
NEWBURGH
Montgomery
Beaver Dam
Little Britain
New Windsor
Scotchtown
Neely Town
Otterville
Vails Gate
Salisbury
Campbell Hall
Hamptonburg
Kipps
Washington
Bloomingbrook
Hampton
GOSHEN
Craigville
GREYCOURT
Oxford
Monroe
Chester
East Chester
Orange Farm
Florida
Big Id.
Lake
Sugar Loaf
Turners
Greenwood
Southfields
Furnace
Dutch Hollow
Bellvale
Stone Bridge
Edenville
PINE ISLAND
WARWICK
New Milford
Amity
Hamilton
Denton
Walkill
State Hill
Johnson
Rutgers
West T.
Waterloo
Mt. Salem
Rockport
Coleville
Libertyville
Beeness
DECKERTOWN
N E W
N E W Y O R K
Newburgh
Mechanistown
Pinpsburgh
Middletown
Howell
Otisville
Rockville
Wallkill
Hudson
Hampton
Cornwall
Butter Hill
Valley
Crow's Nest
West Point
Buttermilk Hills
Woodbury
Highland Mills
Montgomery
Sandfield
Thells
Augusta
HAVERSTRAW


MAP of the
EASTERN DIVISION
and BRANCHES
ERIE RAILWAY
Broadway
Independence Corner
Paulus Corners
Vernon
W. Vernon
Wawayanda Furnace
Otisville
Hamburg
Smithfield
FRANKLIN
Canisteo
Ogdensburgh
Smithtown
Stockholm
Macopin
Oak Hill
Newfoundland
Charlotteburg
Pequannock R.
Passaic
Milton
Paterson
Greenville
Bloomingdale
Pompton
Pompton Plains
Pompton Furnace
Lower Longwood
Meriden
Taylortown
Two Bridges
Beaverstown
Bowerville
Boonton
Rockaway
Denville
Hanoverpaus
Littleton
Whippany
Morristown
Hanover
Columbia
Madison
Evansville
Franklin
Northfield
Orange
Montclair
Bloomfield
Belleville
Bellville
Woodside
NEWARK
JERSEY CITY
Centreville
Highland
Speertown
Verona
Glenridge
Little Falls
Van Field
Clinton
Hunterdon
Wayne
Boonton
Rockaway
Denville
Meriden
Taylortown
Two Bridges
Beaverstown
Bowerville
Pompton Plains
Pompton Furnace
Bloomingdale
Greenville
Passaic
Milton
Paterson
Lower Longwood
Woods Port
Pleasant
Hackensack
Hackensack R.
Saddle R.
Ramapo
Suffern
Sloatsburg
New City
Nyack
Piermont
Up Piermont
Tappan
Newwood
Closter
Demarest
Cresskill
Tenafly
Englewood
Englewood Cliffs
Fort Lee
Ridgefield
Fairview
Weehawken
Hoboken
Jersey City
Newark
Orange
Northfield
Madison
Morristown
Littleton
Whippany
Evansville
Franklin
Hanover
Columbia
Montclair
Bloomfield
Belleville
Bellville
Woodside

FOR HOUSES

Or Village Lots and Plots,

APPLY TO

GEO. S. PORTER,

200 BROADWAY, NEW YORK,

Residence, Franklin, N. J.

TERMS, EASY.

DESCRIPTION OF FRANKLIN, ON PAGES 69 and 70.

SUBURBAN HOMES

FOR

CITY BUSINESS MEN.

A Description of the Country adjacent to the Eastern Division and Branches of the

ERIE RAILWAY

AND

NORTHERN RAILROAD OF NEW JERSEY,

TOGETHER WITH A STATEMENT OF THE INDUCEMENTS OFFERED FOR PURCHASE OF A SUBURBAN RESIDENCE IN THE RICH VALLEYS OF THE HACKENSACK AND PASSAIC, THE HEALTHFUL MOUNTAIN REGION OF THE RAMAPO, OR THE FAIR FIELDS OF ORANGE COUNTY.

COMPILED BY

WM. YORKE ATLEE,

"Beatus ille qui procul negotiis,
Ut prisca gens mortalium,
Paterna rura bobus exercet suis,
Solutus omni fenore."

Entered according to Act of Congress, in the year 1873, by WM. YORKE ATLEE,
In the Office of the Librarian of Congress.

NEW YORK:
Published by the Erie Railway Company,

1873.

INTRODUCTION.

(Fifth Edition.)

It is with pleasure that the Compiler this season presents to the public a new and revised edition of "Suburban Homes." The popularity and usefulness of the work have become so well established that its annual issue is now looked for with a certain degree of eagerness by New Yorkers, and all interested in New Jersey real estate; and, notwithstanding the comparative financial stagnation of the past season, there will be found in the landed interests herein represented, gratifying assurance of the continued demand for homes for New York business men, in the attractive and healthful region which the book describes.

W. Y. A.

Suburban Homes

FOR

CITY BUSINESS MEN.

Of late years the growth of New York has begun to awaken people to the rapidly approaching necessity of providing more frequent and rapid communication with the neighboring rural districts. The heights of Brooklyn, the wooded slopes of Staten Island, and the flowery plains of New Jersey, were fair indeed to look upon. "Why not have good boats and good cars? And why not live over there instead of in the close, dusty city?" This was the first whisper that came in, and each year louder, with the first breath of Spring, through the city casements; it told of fragrant violets in many a far-off field; of wild birds singing soft and low in many a quiet dell; of long stretches of clover meadow, with browsing cattle, and the song of the ploughman at his toil; of brooks clear as crystal, babbling over a pebbly bottom by the roadside; all this made up the picture that the Spring breezes brought.

So at last, owing on the one hand to the establishment of direct, frequent and comfortable accommodations for travel across the rivers, and on the other, to the peculiar topography of Manhattan Island, the rush of Suburban Home seekers, tired of extortionate rents and doctor's bills, actually began. Look at its results: Brooklyn, the third city in the Union, Jersey City the tenth, Newark as large as New-Orleans, and Westchester County, Staten Island, and all Eastern and Northern New Jersey teeming with life, and dotted with the homes of New York business men.

The Question of City vs. Country.

And apropos of this subject, we quote from the *New York Herald*

"But a very few years since—five years at the utmost—much writing and argument were necessary to interest the people of New York in New Jersey as a place of residence. Staten Island, Long Island, Westchester and Connecticut, found ready favor from all those intent upon leaving the city, but New Jersey was simply "Jersey," the last of all places to which a New Yorker would desire to emigrate. Then that part of the State contiguous to New York, if we except Hudson county, was, outside of the cities, but plain farming lands, and, in most instances, could be bought at old farming prices, and the railroads carried a few local passengers. But, now who would recognize the New Jersey of those days, in what can be seen on the line of any of its railroads within twenty-five miles of New York.

There are those living within the hearing of Niagara who have never seen the mighty cataract which attracts visitors from another continent. Another evidence of the same trait is, that there are those living in New York who have no conception that just across the Hudson river there is growing up an immense city, that within a very few years will rank among the greatest in this country. Newark, Paterson, Hackensack, Elizabeth, Jersey City and Hoboken form the New Jersey chain of cities, by intervening villages all their streets connect, and the most remote—Paterson and Hackensack—are within 60 minutes of New York. Unite all under one government, and they would form a Metropolis occupying 122 square miles, the same area as that of London; the population being 400,000, it would rank as the fourth city of the Union. What can stop the growth of this great city? 350 passenger trains pass through it daily, the Hudson faces it, two other magnificent rivers and a canal stretch through it lengthwise, and Newark Bay gives an additional front of five miles, so that altogether it has over three times the water front of the city of New York.

Of the 400,000 souls living in this embryo city, at least two-thirds have gone from the city of New York, proving that the wave of suburban emigration sets strongly and steadily towards New Jersey. The census for 1870 shows that during the past ten years, while New York city has grown but fourteen per cent., New Jersey has increased forty per cent.; and that the inhabitants of Metropolitan New York, including the suburbs for forty miles round about, comprise 2,320,637 souls, divided, as to location, in the following proportion:

3 per cent. live in Orange county, New York.
1 per cent. live in Rockland county, New York.
1½ per cent. live in Richmond county, (Staten Island,) New York
1 per cent. live in Fairfield county, Connecticut
6 per cent. live in Westchester county.
22¾ per cent. live on Long Island.
23¼ per cent. live in New Jersey.
41½ per cent. live in the city of New York.

There are those, doubtless, who will assert that the inconveniences and detentions experienced by the man of business in reaching or coming from his home in the suburbs, more than counterbalance the advantages derived by its possession. Let us exhaust all their trite arguments in favor of remaining in town. "Well," says Mr. Thoughtless, "no home in the country for me! Not any. Getting up in the morning at sunrise is a habit I never could, and never will become reconciled to. Then no gas, and no Croton; no brick sidewalks; and no horse-cars; hastily swallowed breakfasts and a chase for the train; an hour in going each way, morning and evening. Then, if I want to go out at night, to the theatre, church, lecture or Lodge, where am I? Or, if we want to drop in somewhere for ice cream on a summer evening; or send for a carriage; or give a party? No, sir, the City is good enough for me."

All this, though scarcely applicable to Suburban homes in places like Hackensack, Passaic, Paterson, Goshen or Middletown, makes a very fair picture, no doubt, and leaves the impression that any part of New York, in Mr. Thoughtless' mind, is preferable to a Suburban home. But, let Mr. T. be reminded of this, that while there are Five Points in New York, there are also five points, and good ones, in favor of his leaving it, namely:

1st. *Superior conveniences for communication.* One can reach the City Hall Park from Paterson, eighteen miles distant, quicker and more comfortably than from Eightieth St. In the latter case, he makes the transit in closely-crowded filthy, slow-going horse cars or stages; in the former, in clean and well ventilated, roomy, and broad-gauge coaches, and in swift and spacious ferry boats. Communication is frequent and regular between the hours of daylight and midnight, affording Suburban residents an opportunity of being in the city at any reasonable hour, either for business or amusement. A midnight theatre train leaves the City every evening.

2d. *Increased healthfulness.* No comment is needed to convince the intelligent reader of the sanitary and moral advantages to be derived by exchanging the poisonous miasmatic odors of the gutters and yards, for the clear, pure atmosphere, blowing fresh from the open

country, and laden with the fragrance of buttercups and violets, and new mown hay.

3d. *Twice as much domestic comfort for the same, or even less, money.* A man on a moderate income, or on a salary, can barely drag along and keep up a decent appearance, if living in the City. If he live in a flat, (that abominable imitation of a Parisian idea,) what privacy has he? If he boards—worse yet; for who does not know the grim horrors of a New York, (or in fact any other man's) boarding house? And, if he keep house, he must pay, at least, from $1,500 to $2,000 rent, and as much more for his expenses. How, under such circumstances, is a man of a moderate salary to get along, and remain in New York?

4th. *You are paying rent into your own pocket.* With a payment of a few hundred dollars, say from $200 to $500, you can secure possession of a house and ground worth, say $7,000, agreeing to pay interest on the principal for five years, and to pay a small annual instalment on the purchase money beside. Thus the money you would otherwise hand a landlord is applied toward the payment of your own house, and at the end of a few years the house is not your landlord's, but *your own.* Hundreds of young men, with but a small cash capital, have in this way, within the past five years, become property-holders in the suburbs.

5th. *Your property will appreciate on your hands.* The constant influx of new comers, and the demand for real estate, so rapidly enhances its value in the suburbs, that the judicious buyer cannot fail, at any time he may desire to sell, to realize a handsome profit on his orignal investment. The writer has in mind a certain tract in the City of Paterson, which, a year or two ago, could have been bought for a few hundred dollars per acre, but which now is divided up into lots which command from $800 to $1,000 each.

So, since comfort, health, economy, self-interest, and the hope of future wealth, all combine to point out to the prudent and careful man of family the unquestionable advantages of acquiring a home,

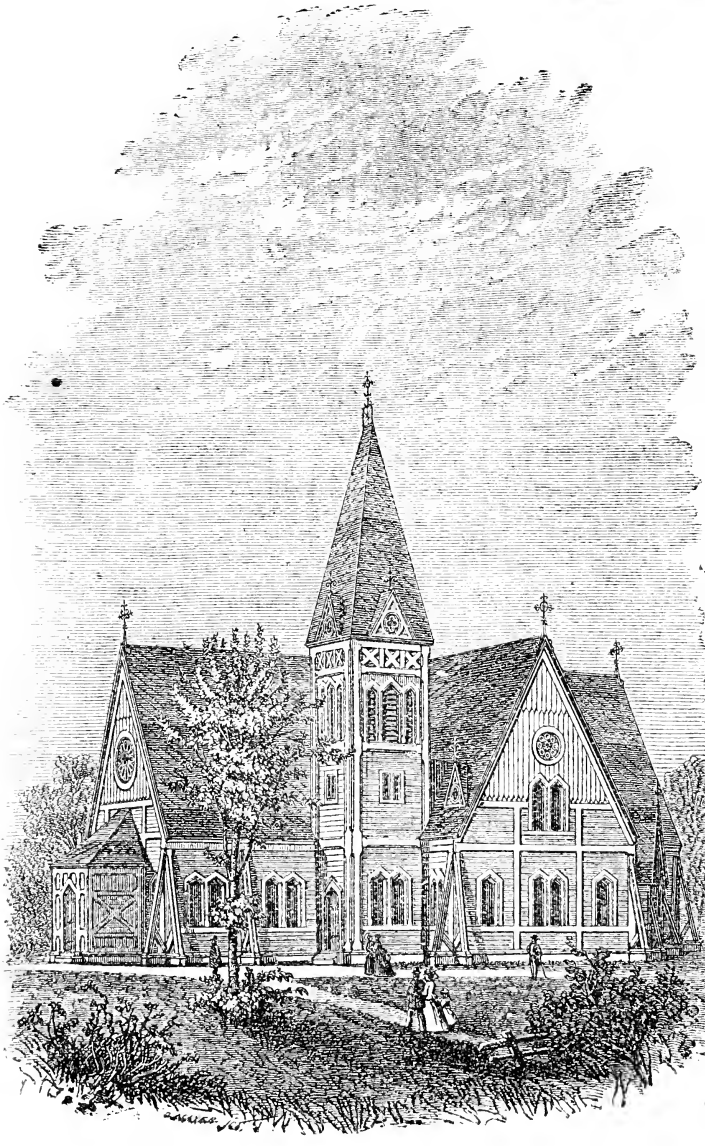
"Just without the rush and bustle
Of the city's throbbing heart."

it next becomes a matter of fully equal importance, that the prospective purchaser shall determine *where*, and *on what line of road* he can most satisfactorily locate. A man, who by economy, care and self-denial, has managed to accumulate a few hundred dollars in bank, is not going to invest that money in real estate heedlessly or hastily. He will visit the various suburbs, closely note the means of communication, ascertain the value or fluctuations in real estate in each locality; find out whether there is good water, a grocery store, church, school house, etc.; see what indications of progress and improvement are visible, and, after all this, will finally settle down where the best accommodations are offered at the most reasonable terms. And it is just this very process of reasoning that has sent, during the last five years, thousands of people of moderate means, to buy homes, and settle down in the beautiful region adjacent to the Eastern Division of the Erie Railway.

Superior Advantages Offered by the Erie Railway to Suburban Home Seekers.

Frequency of Communication Up-town and Down-town. Swift and spacious ferry boats leave the foot of Chambers Street every fifteen minutes, and the foot of Twenty-third Street every half hour, connecting with trains at the Jersey City Depot. Some forty trains, in all, depart daily for the various stations herein mentioned. There are half-hour trains *toward* the city in the morning between seven and nine, and *from* the city between four and six. During the remainder of the day, trains leave about every hour for all principal stations. There is also a train leaving Chambers Street at midnight, for the especial accommodation of theater goers.

Clean Roomy Coaches. The Coaches of the Erie Railway being of the broad gauge pattern, are over a foot wider than those in ordinary use, and there is consequently, a proportional increase of comfort for the traveler. The wide, roomy seats affording abundance of space for seating two persons, form a striking contrast with the close quarters to be found in the narrow gauge coaches on other lines.



Low Rates of Commutation. The inducements offered to commuters by the Erie Railway Company, have been so liberal in comparison with the oppressive rates charged by most of the lines running out of New York City, as to add greatly to the local popularity of the road. For particulars, the reader is referred to the commutation tariff at the beginning of the book.

Natural Advantages. There is no more lovely or fertile country about New York, than the historic region through which the Eastern Division of the Erie winds its course. All varieties of productive industry here find a busy exemplification. Fruit-growing, stock-raising, mining and manufactures, each in turn are brought to the traveler's mind as for the first time he is whizzed along over the landscape The soil is rich and productive, the climate beautiful, the air pure, and the scenery at some points as lovely as any that ever made Switzerland famous.

Church and School Facilities. It will be observed, in a perusal of this work, that there is scarcely a village or town mentioned herein, that does not possess one or more churches and public schools. Facilities for religious and intellectual training, therefore, are not neglected in Suburban Homes.

But, reader, the proof of the pudding is the eating of it. Why should we stand talking of this matter? Let us start and have a ride over the road, and see it for ourselves. Come—the whistle is blowing; we had better be aboard; there, the bell rings, the great engine puffs, and away we go from the Depot, through a wide wilderness of tracks, intersecting each other, and branching away in switches, and curves, and sidings in all directions.

Ah! these seats *are* comfortable. That's where the advantage of the Broad Gauge comes in, you know. Look! there is the tunnel, a mile or more in length, cut through the solid rock of Bergen Hill. There are houses and flower-gardens, and deep wells and horse-cars far above our heads as we whiz along in the dark.

Ah! here we come to the Hackensack Bridge, and see! beyond there

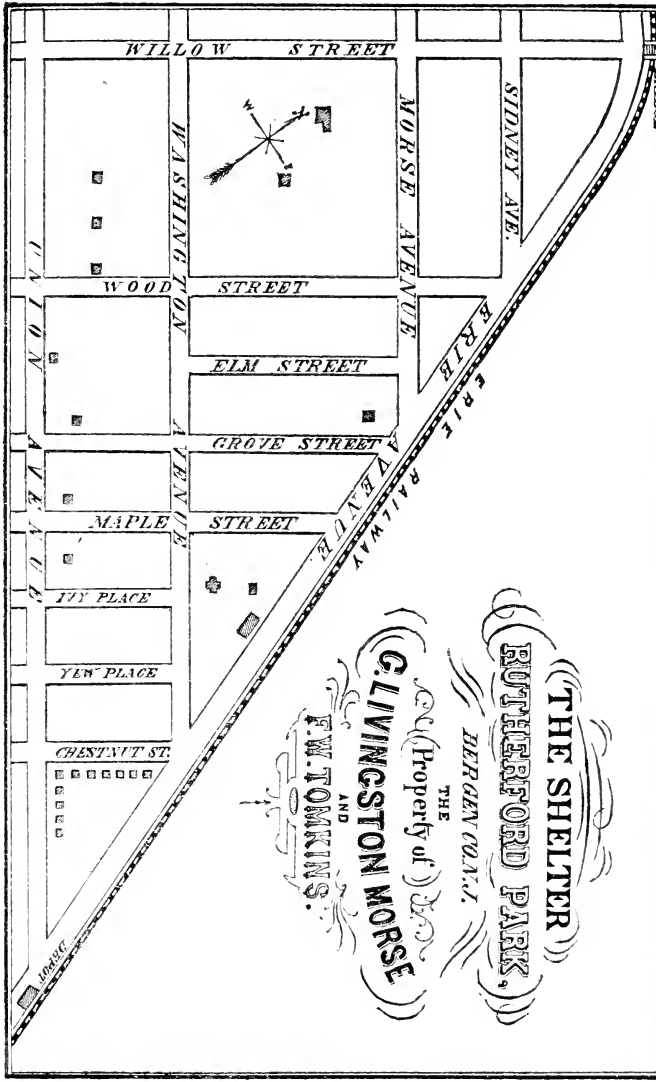
is the junction where the Hackensack Branch road diverges. Of that hereafter. For the present, our destination is straight ahead. Do you see that bright sunny hillside, stretching away on both sides of the track in advance of us? There is where we shall make our first stop. Here we are at

RUTHERFORD PARK,

formerly known as Boiling Spring, and distant ten miles (or forty minutes' ride) from Chambers or Twenty-Third St. Depot. A neat and tasteful depot, erected at a cost of $6,000, and at the joint expense of the company and the citizens, welcomes the visitor alighting from the train. Here daily twenty-nine trains pass—fifteen for, and fourteen from, the city—and at any hour between daylight and dark the depot is a scene of busy life. The growth of population and business here has been astonishing. A few years ago, and this hillside, now dotted with churches and stores and villas, was a quiet little hamlet, which the whizzing trains were wont to pass unnoticed. But, to-day, behold a rapidly growing and a prosperous town, stretching away on both sides of the railway track, to Carlstadt on the north, and the Passaic River on the south, intersected by broad well-graded avenues, with plank walks at the side, and adorned by residences, churches, and public buildings, which, in architectural taste and finish, would be a credit to any modern city.

Rutherford Park is situated upon an elevated rolling ridge from 100 to 150 feet above tidewater, its soil is rich and easily cultivated, and the water which bubbles out on both sides of the ridge is claimed by chemical analysis to be of the highest standard of purity.

From the Depot three fine boulevards, Orient Way, Union Avenue and Park Avenue, stretch away as radii, the latter extending directly through to the bank of the Passaic, which at this point is navigable for vessels of two or three hundred tons. By this means heavy supplies, such as coal and lumber, can be landed at the village; with the lesser articles of daily use, butchers, grocers, bakers and icemen call at the door.



See description of property, page 12.

The drives and rambles in and about the Park embrace many scenes of interest and beauty. From the summit of Mount Rutherford, an entrancing panorama meets the eye. To the South and West, the Orange Hills loom up, blue and misty in the distance, while nearer, the spires and roofs of Newark gleam in the morning sun. Directly beneath, the beautiful Passaic on the one side wanders through its shaded banks, past groves and parks and quiet homes, and on the other the Hackensack, winding like a silver thread through the wide waste of meadows, leads the eye to the distant Bays of Newark and New York, the villa-dotted hills of Staten and Long Island, and a glimpse of the sea beyond. To the north may be seen Passaic, Carlstadt, and Hackensack, and beyond, the Palisades sloping inward to the sea of green. Within a radius of six miles are the cities of Newark and Paterson, Llewellyn-Park, Orange, Bloomfield, Montclair, Passaic, Belleville, Hackensack, Franklin, and Lodi, all thriving places. But the visitor need not go beyond the limits of the village itself in search either of a pleasant ramble, or of material for admiration. Here and there are residences, owned and occupied by New York business men; superb in finish, with conservatories, hot-houses and nurseries, and surrounded by the highest degree of cultivation. There are four churches, an Episcopal, a Baptist, and two Presbyterian, one of the latter of which, built of stone, was constructed at a cost of $15,000. There are two public and three private schools, one of the former occupying a fine two-story building erected by the enterprise of the citizens.

The diagram on the preceding page calls the readers attention to a tract known as "The Shelter," owned by F. W. Tomkins, Esq., of the *N. Y. Observer*, and comprising some three hundred choice building plots in as good a location as can be found in Rutherfurd Park, with every variety of elevation, rich soil, fine shade, clear spring water, commanding scenery, restricted against nuisance, and that too within easy distance of the depot, stores, schools and churches. A visit to and inspection of "The Shelter" will repay one undertaking it. No money is required from purchasers wishing to build; no interst from those co-operating in improvements, while all purchasers can pay on the small instalment plan.

WEST RUTHERFURD, (formerly SANTIAGO PARK.)

While improvement and development are everywhere the order of the day in New Jersey, yet it may be truly said at no point are their influences more strikingly apparent than here; for emerging from the long deep cutting in the ridge, dividing the Hackensack and Passaic Valleys, the traveler suddenly looks out upon a wide and beautiful plateau, sheltered on the east by the hillside and sloping gently westward to the brink of the beautiful Passaic River. Here the enterprise of capital and the skill of the engineer have combined to develope a tract possessing in itself all the most desirable natural characteristics for the site of a charming suburban city, and offering to the business man a convenient and attractive home. For since our last edition, the development of this valuable property has been so rapidly conducted, that an entire division of it is now ready for the market. The system of drainage has been perfected throughout, grading has been conducted by a master hand, and broad avenues lined with good sidewalks and shade trees are being opened through the property. One of these, Grand Avenue, 100 feet wide, will pass beneath the railway embankment, and thence connect with the Passaic Turnpike bridge just above, while another, Riverside Avenue, which, skirting the river, also extends through the entire length of the grounds, opens, in connection with its namesake in Rutherfurd Park, a continuous avenue to Newark, and forms one of the most attractive drives in the State. By these improvements* residents fortunate enough to secure homes at this point are insured easy access to the churches, schools, markets and stores of both Rutherfurd Park and Passaic, while distant from Wall Street by only forty minutes ride, or no further than the Fifth Avenue Hotel. Moreover, the entire property will be restricted against nuisances, it being the owners' intention to render it an especially *select* and *desirable* suburban resort. The Hotel, which has been put in perfect repair through-

* A bridge is also about being erected across the Passaic, directly in front of the property, thus virtually bringing it *within* the growing town of Passaic.

ATTRACTIVE HOMES - REASONABLE PRICES.

Cottage and Villa Plots

AT

WEST

RUTHERFURD,

FORMERLY SANTIAGO PARK,

And distant from two to ten minutes from the Depot, and

ONLY FORTY MINUTES FROM WALL ST.,

This valuable and attractive property is this season, for the first time placed upon the market, and is offered for sale only to parties who will build desirable residences.

Is is unequaled by any other property near New York, for

BEAUTY OF LOCATION,

CONVENIENCE,

AND ACCESSIBILITY.

It is restricted against everything objectionable, has advantages of schools, churches, and cultivated society.

The streets and lots are well graded, trees planted and main side walks laid at expense of proprietors.

Extra inducements offered parties who desire to erect handsome and tasteful residences, or good block of stores adjacent to station.

Call on, or address

A. G. DARWIN,

No. 10 Pine Street,

NEW YORK CITY.

out, will also be opened under the auspices of an experienced manager early in the season, and will be conducted upon a scale calculated to place it among the most convenient and recherché of out of town summer resorts for business men, who desire to give attention to their business during the warm season and be within easy traveling distance of their families.

This property has quite a history of its own, the whole of it having until a few years ago, belonged to the Holzman family, into whose possession, as shown by title deeds now on record, it came from one of the old time "Lord Proprietors" of New Jersey, to whom it was granted in 1627.

A quarter of a mile further, brings us to

PASSAIC BRIDGE,

a massive structure spanning the river, and at the western end of which is the station building. The scene at this point is extremely picturesque; from the high embankment, running along on a level with the tree-tops, one looks down upon the river behind him, skirted by a broad, well-graded avenue, to which the arriving passenger descends by a long stairway. Peeping out here and there from amid the trees are windows, colonnades and turrets, parts evidently of elegant and comfortable residences, modeled in exquisite styles of architecture, varying from the Gothic to the Chinese, while neat boat and bath houses upon the river front of each denote the refined tastes of the proprietors. Looking up the track on the left hand, one sees a rising ground, comprising many eligible building sites, fronting upon streets recently opened through, from Passaic proper, to the river. The conveniences of a residence here are not to be passed unnoticed. Every eastward bound train stops before crossing the bridge, thus affording no less than eighteen trains from this point to New York daily, while on the other hand, every train from the city stops either at this or the other side of the bridge, which is easily crossed by a

plank foot-path. A handsome and commodious depot has been erected by the company at this point, in order to accommodate the growing travel from this portion (formerly known as Aquackononck) of the rapidly increasing and prosperous incorporated village of

PASSAIC,

twelve miles from New York, and which, next to Paterson, is the most important point on the New Jersey line of the road. Five years ago the population was estimated at 1,200; to-day it is over 5,000, and is increasing with a rapidity which promises yet to make the place a formidable rival to its thriving neighbors, Paterson and Newark. The public spirit characterizing its citizens is unmistakably evidenced on all sides. The streets are from sixty to one hundred feet wide, well graded and planted with shade trees, the sidewalks are planked or flagged, the houses are of modern build, and at a reasonable distance apart; the stores are, many of them, of brick, large enough and handsome enough to do credit to even some of our city avenues, and the entire village presents an aspect of thrift, neatness and prosperity; it covers a large extent of ground, and, viewed from Paulison Heights, would, by the casual observer be adjudged a place of twice its present population. Much of its growth is due to its large manufacturing interests. The Dundee Manufacturing Company, an incorporated association, by damming the river two miles above, furnish a fine water power, by which the shoddy mills of Waterhouse Brothers, & J. Basche, the bleachery of Jno. Watson & Sons, the Iron Foundry of Brandt, Post & Dorn, and the Print Works of Reed & Barry, are run. Adjoining these factories are grounds owned by the respective mill-owners, who have erected upon them rows of commodious cottages for the occupation of their employés, thus establishing about each scene of daily labor a little colony of those who from that labor derive their daily support.

The school facilities of Passaic are upon a scale commensurate with the enterprise of its citizens. There is a new and elegant public

school building, three stories high, used both as a Grammar and Primary School, and erected at a cost of $30,000, and there are also four private schools, in two of which the higher branches are taught. There are seven churches, one Episcopal, one Roman Catholic, one Baptist, one Methodist, one North Reformed, one Dutch Reformed, and one "Seceded True Reformed" Dutch, the latter church occupying that perfect specimen of a village churchyard, as pictured in Gray's Elegy, which the railway track skirts at the entrance to the village. Comfortable rectories are attached to each church, and the congregations are, without exception, reported in flourishing condition. Two weekly newspapers are published, Police and Fire Departments are organized, and the streets and buildings are lighted with gas. One hundred new dwellings have been erected in Passaic during the past year.

To the left of the railway are "the Heights," where four years ago only six houses could be counted, but where now loom up scores of stately edifices, vying with each other for the beholder's admiration. The view from the Heights is unsurpassed in beauty. To the northwest, Paterson and the beautiful Ramapo valley beyond, further south the Orange Hills stretching away into the distance, to the east the winding Passaic and the hills of Bergen, and immediately beneath, the village, hiding like a coy maiden, under its veil of green, all combine to enchant the beholder, and woo him to pass the remainder of his days in a spot so favored.

In other natural advantages, too, Passaic abounds. Well-water is plentiful—the air is invigorating and healthful, and the surrounding country roads offer delightful drives, whether along the Old Plank Road with its antiquated mile and sign posts, to Paterson, the Weasel Road, to Dundee Lake, the River road to Newark, or over the Bergen Hills to Lodi and Hackensack. The frequent communication with New York (fifteen trains each way daily) has greatly contributed to attracting residents hither from the great city. Passaic is, to a great extent, inhabited by New York business men, who find their ride of forty-five minutes in comfortable cars each way no inconvenience or obstacle.

Within a radius of a half mile from the depot, there are offered at low rates three or four hundred acres of improved land for building purposes, the price per lot varying from $250 to $1,000, and per acre from $2,000 to $5,000.

Passing on from Passaic station through a level meadow land, interspersed here and there with old farm houses and more modern dwellings, we come to

HARRISON STREET,

a station building, erected near the upper line of the village, by the owners of the adjacent property. Not long ago the traveler, in passing this point, might have imagined himself anywhere but in the vicinity of a thriving village. Fields and fences, and two or three old-fashioned Jersey mansions, with their barns and sheds and out-houses about them, alone met his eye; but mark what a rapid change time has wrought. Fine, broad and well graded avenues, crossing the track at right angles, and running straight as a die up the hillside on the one hand, and through to the Passaic river on the other; a park, already attractive in its surroundings; long lines of young shade trees, which, in their older growth, when this generation has gone, will cast their leafy shadows upon the streets of a busy city; rows of exquisite cottages, equi-distant, and each surrounded by its flower-garden; and here and there stately structures looming up beyond, all testify, more plainly than words can, how eager and how general has become the demand among New Yorkers for Suburban Homes.

One mile further on, we come to

CLIFTON.

The village of Clifton, located between the manufacturing cities of Passaic and Paterson, is within the circle of the 14 mile radius from the City Hall, New York; or, in railway parlance, 51 minutes from the foot of Chambers Street, with nine trains daily each way.

Beside having its own Post-office, Church and School, it is within easy walking distance of the kindred establishments of its elder sister, the town of Passaic. Not only in Clifton alone, but all about its neighborhood, are beautiful drives and pleasant resorts, among which is the drive over the Weasel Road to Arlington Heights and Dundee Lake; the latter, a popular resort for boating and fishing, as well as its summer regattas.

To the eastward of the railroad track, and fronting upon what is known as the "Weasel Road," about five hundred yards from the depot, stands a time-honored relic of days gone by, an old-fashioned stone mansion reared a century and a half ago. This quaint structure possesses a rare interest for the antiquarian, not only on account of its elbow roof, its wainscoted walls and ceilings, its carved and tiled chimney places, contrasting so strangely with the conveniences of more modern days, but from the fact that, during General Washington's eventful campaign in Northern New Jersey, he found here, for a brief period, a secure retreat, and that from this doorstep the approach of the pickets of the British advance guard was first discovered.

A quarter of a mile beyond Clifton, we pass through a deep cut in the sandstone rock, and, in turn emerging therefrom, pass

ARLINGTON

Depot, a neat and ornamental structure erected during the past year, for the convenience of future residents of the adjacent tract. This tract, located between the Erie Railway and the Passaic River, is high and healthful, commands a charming view of the adjacent county on all sides–

A ride of another three-quarters of a mile, brings us to the thriving village of

LAKE VIEW,

fifteen miles (fifty-four minutes ride) from New York, and connected

with the Metropolis by nine trains each way daily. Within five minutes ride of the Paterson Depot, itself a suburb within the corporation limits, and connected with the business centre of that city by the Paterson and Passaic horse railroad, this village offers, in the beauty and healthfulness of its situation, and the enterprise of its projectors, great inducements to the seeker after a Suburban Home. The grounds slope gently upward from the depot to the height of about one hundred feet, in a distance of half or three quarters of a mile, until at their summit one looks down upon a wide and varied landscape, embracing the shaded current of the Passaic and the fertile valley of the Paramus, hemmed in on the South by Weehawken Heights and the northerly slope of the Palisades, on the east by the Highlands overlooking the village of Hackensack, and on the north by the wild hills of the Ramapo. Placid upon the bosom of the scene, lies Dundee Lake, giving the place its name, and famous for its fishing, boating, bathing and skating facilities, while further to the right nestles, among hill and dale along the river bank, the village of Passaic. Turning, we see in the west, Garret Rock and the Preakness Mountains, "rock-ribbed and ancient as the sun," standing as grim and hoary sentinels over the busy clattering town at their feet.

Four years ago, a number of far-seeing and enterprising capitalists of Paterson, in anticipation of the increasing demand for Suburban Homes, formed themselves into a land improvement and building company, purchased here an entire tract comprising over 3,000 city lots, opened and graded a number of streets and avenues, (among which may be mentioned Crooks Avenue, one hundred feet in width, extending from Garret Rock on the west, to Dundee Lake on the east,) planted shade trees, put down sidewalks, erected from twenty to thirty dwellings, a commodious store and an elegant depot, and are now rewarded by the assurance that they have added a prosperous ward, (the Ninth) to the adjacent city.

The advertisement of Mr. James Simmons, published elsewhere, calls attention to some desirable property which he offers for

DUNDEE LAKE

AND

LAKE VIEW

VILLA PLOTS!!

500 LOTS,

Fronting on DUNDEE and LAKE VIEW AVENUES, and particularly desirable on account of their high elevation, commanding a most magnificent view of the surroundings.

This entire property is unsurpassed in all its beautiful attractions, for delightful private residences, being within a few minutes' distance of the Lake View and Clifton Stations of the Erie Railway and the Paterson Horse Railroad cars.

I AM SELLING AT VERY LOW PRICES.

Maps, and particulars, at my office, 19 PRINCE STREET, PATERSON,

JAMES SIMMONS.

---

sale, fronting on Dundee Lake, and the reader will find it to his advantage to give the offer favorable attention.

Before us, as we leave Lake View, we can see the chimneys, spires, and house-tops, standing out in relief against the sky, and to the left, the beetling cliffs of Garret Rock, seen hitherto only from a distance loom high above the houses built up to their very base. Now we pass Madison Park, where a neat depot, not yet in use, has been erected for the convenience of future residents. Here too on the left, a high embankment diverging obliquely from the main track, marks the line of the Paterson, Newark and New York Railroad; and now we see on either side houses, foundries, streets, sidewalks, shade-trees, churches and stores; the train slackens its speed, the whistle blows, and the brakeman, opening the door, calls out,

PATERSON.

The visitor, upon alighting, can form but little estimate of the extent or attractiveness of the city. The smoky chimneys, the dreary waste of railway track stretching away in both directions, the irregular rows of frame houses, and the vacant lots generously interspersed here and there, are but poor indications of the activity and beauty about and beyond them. Two massive edifices, the Dale Mills

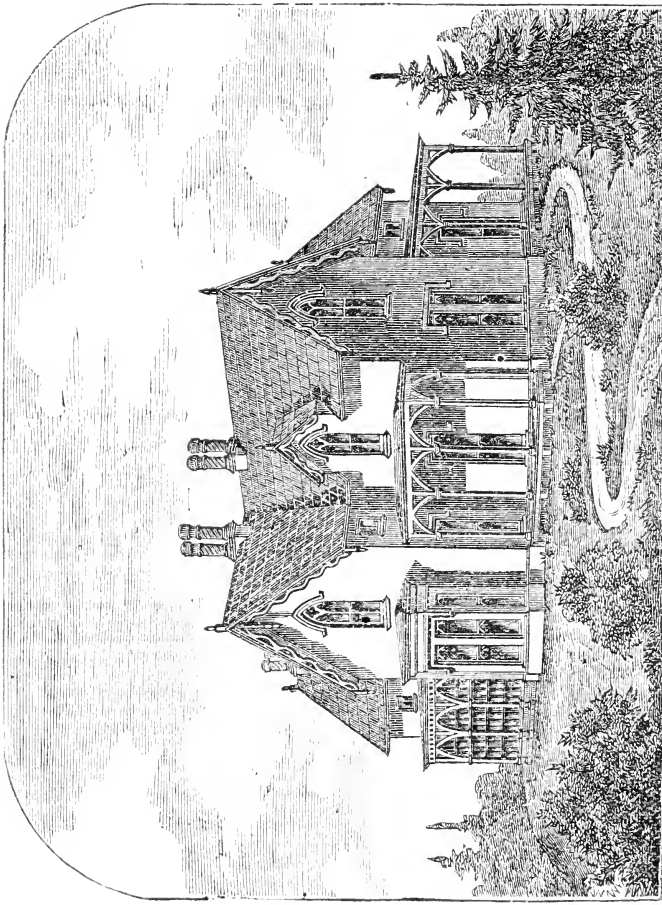
and the Watson Manufacturing Co.'s Works, standing directly opposite and in the rear of the depot, are, however, worthy of admiration, and prepare the visitor's mind for finding here a lively manufacturing city. And such indeed it is! for from daylight to dark, during six long days in each week, thousands of its inhabitants, male and female, old and young, gain their livelihood amid the incessant clatter of spindles, the noiseless whirr of machinery, the roaring of the furnace fires, or the sharp ringing strokes of the hammer and anvil. For nature has endowed this locality with opportunities which the inventive genius and perseverance of man have developed into an enduring source of wealth. The Great and Little Falls of the Passaic river, the former of which are also unsurpassed in beauty of surroundings, furnish at this point a water power equal in the one case to two hundred and forty-seven, and in the other to seventy-eight undershot wheels. This fact it was which induced Alexander Hamilton to locate here, in preference to any other point, the "Society for establishing Useful Manufactures," an incorporated association, organized in the Middle States, mainly by his own efforts, and possessing authority to hold a capital stock of one million, and real estate to the value of four millions of dollars. The act of incorporation was signed in November, 1791, by the then Governor Paterson, in whose honor the place was subsequently given its name. The Society early turned its attention to cotton, silk and tobacco manufactures, its cotton mill having been the first of its kind west of the Hudson and the second on the continent, and the first cotton yarn spun in New Jersey was made in Paterson in 1793, the mill machinery being driven by oxen.

The manufacture of silks has become one of the most important branches of industry in Paterson, sewing silk and machine twist being the kinds principally produced. Superior woven fabrics have been, however, produced in the mills of Mr. John Ryle, late Mayor of the city, whence came the large and beautiful silk flag that waved over the dome of the New York Crystal Palace; more than one premium on Paterson silks attests the success here attending this branch of industry.

The "Society for establishing Useful Manufactures" still largely controls the industrial interests of the city, though no longer directly engaged in manufacturing. In 1796, five years after its organization, it experienced severe reverses, but in 1802 revived again, and in 1814 was re-organized under the auspices of Mr. Roswell L. Colt, son of its first superintendent, and a near relative of Col. Samuel Colt, whose famous pistol factory had its origin in Paterson, in a stone mill known as the "Gun Factory." The Roswell House, a noble old time building, surrounded by a lordly domain, and known as the Colt family mansion, may be seen in the very heart of the city, and is occupied by the present Superintendent of the Society, Mr. De Grasse B. Fowler.

The locomotive works of Paterson, the Grant, the Rogers and the Danforth works, furnish the country with an average of one locomotive per day, over three hundred having been shipped hence during each of the years 1869 and 1870. The famous silver-mounted and polished locomotive "America," which a writer has spoken of as being "the most majestic single contribution to the Paris Exposition," was sent over the Atlantic by the late Mr. Grant, of the Grant Works, at an immense cost, to contest (and successfully) the prize of merit with the astonished builders and mechanics of the old World.

But it is as a desirable place of residence for New York business men that it becomes our province to make its superior claims apparent. And in this respect, the reader will understand that, in changing his place of residence from New York to Paterson, he does not by any means remove to the country; he simply abandons great, noisy, troublous Gotham, with its bleak and inhospitable brick and stone walls and pavements, for a home in some quiet, retired shaded street, in a city which, numbering nearly forty thousand inhabitants, is, in regard to the elegance, comfort and beauty of its churches and residences, unequaled within an hour's ride of New York; he exchanges one city for another, but in that exchange, gains clean streets, pure healthful air and water, lovely drives and walks, church, school and other facilities of the best, and all within as easy access of Wall Street or the Park, as would be a residence in Sixtieth Street.



The rambles and drives about Paterson include many charming views and points of interest. On the banks of the Passaic, near Dundee Lake, is the beautiful Cedar Lawn Cemetery, while overlooking, and almost directly within the city, are the famed Passaic Falls, an admirable decription of which we quote from an article entitled "Paterson, its Works and Ways," written and published some time ago by a prominent citizen.*

"The Great Falls of the Passaic are not only almost unmatched for picturesque surroundings, but almost unique in their configuration, having but one parallel, so far as known, on the globe, and that is the great fall of the Mosi-oa-tunya, "Sounding Smoke," or Victoria Falls, on the Zambesi River, in Africa, which although vastly exceeding the Passaic cataract in height and volume, is so exactly its counterpart in all essential features, that a bird's eye view of the one, with dimensions not given, might be readily mistaken for the other. The main peculiarity consists in the fact that, in both cases, the river leaps into a chasm of the rock, and, to an observer from up-stream, seems to disappear. Its bed below the falls forms an acute angle with that above, passing between tremendous walls of rock, sheer and smooth from summit to base in a narrow, clean-cut rift, through which the pent-up boiling current is shot with tremendous velocity, clear out into an elbow of the rock, cut as squarely as if by a mason's nicest art, and thence sharply turned back upon itself, churned and curdled into a mass of cottony flakes, which, first slowly circling about, as if resting, dart away to make the rapid descent over the rocky bed of the stream below. The course of the river at the falls is very much like the letter Z, the top arm representing the stream above, the inclined down-stroke the chasm into which it plunges, and the lower arm the course the current takes after passing out of the angle referred to above. The height of the fall is seventy-five feet. It varies very much in grandeur, at times, when the stream is low, a few silver threads only fluttering over the rock, so largely does the raceway draw upon the volume of the river. But always in the spring, and even after copious rain, the cataract is grand to behold, and sometimes fearfully so. But the tremendous chasm of the cliffs, most awful when the water is low in the stream, is always, and always must be, a feature that the lover of the picturesque will study with admiration and interest. Over the chasm into which the river pours, a slender bridge has been thrown by the liberality and public spirit of Mr. John Ryle, the eminent silk manufacturer, who owns the grounds around the falls, which have been embellished by him at a considerable cost, and are always free to the public. From this bridge the best view of the cata-

* The writer takes occasion to acknowledge much other valuable information derived from this source, and incorporated in his description of Paterson.

ract is obtained. The "Valley of the Rocks," below the cataract, is also worth visiting, as are also the "Little Falls," three or four miles above, which, were it not for the vicinity of their more majestic neighbor, would have a celebrity which would attract visitors from afar."

Paterson contains over thirty churches, embracing Presbyterian, Episcopalian, Methodist, Primitive Methodist, Reformed, Baptist, Congregational, United Presbyterian, Roman Catholic, Lutheran, Holland, Swedenborgian, German-Presbyterian, Jewish, etc. Its schools, both public and private, are numerous and well conducted, its Orphan Asylum is a splendid public charity, its stores abound in the costliest and richest wares, and its markets, public and private, are unsurpassed for variety, excellence and cheapness. Six horse railroads, and efficient Police and Fire Departments, are among the benefits enjoyed, while a thorough system of sewerage, a rich dry surface soil, and an atmosphere to which sea fogs, chills and mosquitoes are strangers, combine to render it most attractive as a place of residence. Thirty trains connect daily each way with the Metropolis.

Paterson is also a prominent lumber mart, and the facilities for building are consequently proportionally enhanced. Extensive stone quarries and brick yards are, moreover, close at hand.

THE EAST SIDE.

The modern Paterson, lying eastward of the railway, on the high grounds adjacent to Broadway and Willis Streets, and possessing, with the older neighborhoods, all the facilities, such as gas, water, and horse cars, that are enjoyed by denizens of large cities, is an attractive and delightful locality, and compares favorably in architectural and natural beauty with any city in New Jersey, or even in the country. Broadway, intersecting it from west to east, is a fine avenue lined with the residences of wealthier inhabitants. The aim of property-holders seems to be to encourage a good class of people to settle with them. With those who will be an acquisition to the community, they are willing to deal on exceedingly liberal terms. Low rates, a portion in cash down, and long time for the balance, are the inducements generally offered to good, bona-fide purchasers. About

two thousand acres, principally in the eastern and northern portions of the city, are in the market, at an average price of $600 per lot, and $1,500 per acre for improved, and $200 per acre for unimproved. Terms one-third cash, balance on bond and mortgage for three or five years. Land can be had entirely on bond and mortgage, if parties agree to build at once.

Two or two and a half story houses, containing from six to eight rooms, with two lots, can be had for from $3,500 to $7,000, in pleasant localities, and on very easy terms; payment being made if desired on the instalment plan,—*i. e.*, by paying a certain portion of the purchase money each month, during a period of two or three years.

RIVERSIDE.

In the north eastern section or Third Ward of the city of Paterson, a delightfully located tract known as Riverside, and comprising some three thousand building lots, has attained a deserved popularity among purchasers of real estate, on account of its rich soil, high ground, healthfulness, scenery, and convenience of location as well as surroundings. A depot has been located here, trains stop daily, and the horse cars of the Paterson and Little Falls Horse R. R. Co., furnish frequent and easy communication with the central portions of the city. The property is in the hands of enterprising capitalists, who offer it to responsible purchasers at terms similar to those offered on the East side.

Crossing the Passaic for the second time, from the trackway, running along an elevated ridge, we gain a charming view of the open country beyond, sinking here into a valley, rising there in a hillside, and dotted all over with indication of agricultural wealth. Overlooking this scene, is located the depot of

HAWTHORNE,

nineteen miles (sixty-one minutes ride) from New York, two miles

from Paterson, and accessible daily by four trains each way. At this point, (the crossing of the Midland Railway,) many improvements have been made; a fine boulevard, known as Fifth Avenue, has been opened to the summit of the hill on the right, which commands an extensive view of the adjacent country, and other streets and avenues are also being graded under the direction of property owners. Lots or plots, fronting upon avenues already opened or projected, are now offered for sale to bona-fide settlers, at from $100 to $400 per lot (50x200 feet), and $500 per acre improved, and from $100 to $300 unimproved. A healthful, breezy atmosphere, fine spring water in abundance, a good fruit and garden soil, and well-kept public roads are among the other inducements offered to purchasers. The District schools are close at hand, a flour and a woolen mill are in operation, and a church edifice is projected. The population is estimated at about 300.

Thus far, since leaving the Jersey meadows, we have been traversing the section watered by the Passaic river, but now, leaving that picturesque stream behind, we pass northwestward through a fine rolling country to the important village of

RIDGEWOOD,

twenty-two miles (an hour and a quarter's ride) from New York, and accessible daily by nine trains from, and seven trains to the Metropolis. Great interest is manifested in developing the natural resources of this place, which is the outlet for the manufactures and produce of a rich surrounding country. Streets are laid out, well graded, and of good width, and close at hand are a well kept hotel, several stores, butcher, baker and barber shops, and coal and lumber yards, (the latter supplied direct from the forest and saw mills of Pennsylvania) all bearing testimony to a stage of progress. A few steps to the eastward bring the observer to a view of the well-known fertile Paramus Valley, about three miles wide and four miles long, walled in by thickly wooded hills affording a genial shelter to well cultivated farms, each, with its substantial dwelling and large barn, possessing an air of solid wealth and plenty. Here, in this peaceful vale,

"stretching in pensive quietness between" the sombre heights on either side, are scores of happy homes to which the turmoil and confusion of city life have never penetrated. In such a spot as this might the pastoral poet of old, reclining under the beach tree shade, have made the woods vocal at noonday with the notes of his reed, in praise of the charms of his rustic sweetheart Amaryllis. Surely, to a man of moderate leisure, no more lovely or attractive location than this within twenty miles of the great city can present itself. Within half a mile of the station two hundred acres of improved land may be purchased by the lot, at from $300 to $1,000. Within a radius of two miles, dwells a population of about fifteen hundred, nine-tenths of whom are well-to-do independent people, living comfortably, even elegantly, and upon the very fat of the land. There are Methodist, Dutch Reformed, Episcopal, and Roman Catholic churches, while in regard to educational facilities, the Ridgewood Academy, located a half mile from the depot, offers instruction in both the higher and lower branches, and several district schools afford opportunities as good as the average. A considerable number of young people from Ridgewood also attend school in Paterson or New York, going and returning daily by railway, the special commutation or "scholar's tickets" being offered by the Erie Company at moderate rates. Many first-class buildings have been erected during the past year, including a new and handsome depot. Among the public buildings also are two large halls used for fairs, concerts or public meetings, and a number of new residences are also in progress. The drives around the vicinity of Ridgewood abound in interest. Two miles distant is the thriving manufacturing village of Godwinsville, a fine view of which, it may here be remarked, is to be obtained from the hill, just west of the depot.

As we leave this interesting spot, the road winds close to the mountain on the one side, and on the other is supported by a high embankment, overlooking some elegant villas below; then, we are whirled through a heavy cutting of red sandstone, cross a stupendous arch or culvert of solid masonry, from the dizzy height of which we look down upon a pretty picture of a stream, a dam, a waterfall, and the

roof of a factory half hidden by the tree tops, and, before we have ceased our exclamations of delight at the scene, find ourselves at

HOHOKUS,

twenty-four miles from New York, (an hour and twenty minutes ride) and accessible daily by seven trains each way.

Hohokus is unquestionably one of the most picturesque and attractive spots within easy reach of the great Metropolis. The Hohokus River, a pure mountain stream, affords water power for two large cotton mills on either side of the station, and the waters passing far beneath the heavy granite arch of the railway bridge, are overshadowed by hills crowned with noble trees.

The station lies on the western edge of the Saddle River Valley, long known as the "the fruit region," and noted for its rare loveliness of landscape, in whose quiet retreats are gathered a large number of fine country seats. Here is Joe Jefferson's "Paradise" home; here the charming "Terraces" of Mrs. Victor, the novelist; here the Old Manor House, wherein Aaron Burr wooed and wed the widow Provost; here the elegant villas of J. H. Rutter, J. J. Zabriskie, W. B. Ku Kuck, Wm. Libby, and others; here the historic Paramus Church and its noble parsonage, a fine Methodist Church, a large Roman Catholic Church, a Lutheran Church, and a beautiful private school house. Lands are yet held to a considerable degree in large bodies, but can be purchased at from $250 to $500 per acre, according to location.

For its healthfulness, absolute freedom from mosquitoes and malarial influences, its great beauty, its accessibility, the vicinity of Hohokus offers unequaled advantages to those seeking a country home.

Two miles further on, a distance of twenty-six miles from the city, we come to

ALLENDALE,

reached by a ride of an hour and twenty-five minutes, and having the advantage of seven trains each way daily. The population, within

the radius of a mile, numbers between two and three hundred, many of whom are engaged in fruit raising, and with success, for the crop of apples, peaches and strawberries annually shipped hence to New York is immense. There is a public school, and the Methodist and Lutheran congregations have church edifices centrally located. The property is generally owned by rich settlers, who evince but little desire to sell, but still there are one hundred or more lots to be had (measuring 50x100 feet) at $150 and $200, and farming land can be purchased at from $200 to $500 per acre

RAMSEYS,

two miles further on, is also the center of a thrifty fruit-growing section. It is distant from New York twenty-eight miles (a ride of an hour and a half,) and in common with the other stations along this portion of the line, is reached by seven trains each way daily. To the visitor it has the appearance of a small thriving village, the population numbering about five hundred, within the radius of a mile. In the village proper there are three churches, a newly constructed school house and public hall, two hotels, a market house, three stores, a coal and lumber yard, a carriage and sleigh manufactory, and a tannery. More strawberries are sent from this point than from any other. During a single day in the summer of 1869, one hundred and ten thousand baskets, or one hundred and eighteen wagon loads, were shipped hence to New York.

The ground in the immediate vicinity of the station is dry and well adapted for building purposes, and here a number of choice lots (50x100 feet,) sell at prices varying from $75 to $300. Within a half mile circuit, about three hundred acres of available land are offered at from $60 to $200 per acre.

As we resume our ride, the appearance of the country gradually improves until two miles further on, the train stops at

MAHWAH,

as yet a small settlement, though pleasantly situated, and holding out many inducements to the lover of country life. The population,

within a mile of the depot, is estimated at over two hundred, and in the neighborhood are a public and private school, and churches of the Methodist, Reformed, Episcopal and Lutheran denominations.

A new depot has very recently been erected at this point Lots may be bought close to the depot, at $200 each, while within a mile the rates per acre vary between $200 and $300.

Another ride of two miles brings us to

SUFFERN,

a village of some importance, as being the junction point of the Erie proper, (as originally constructed westward from Piermont on the Hudson,) with the Union railroad, over which, together with the Paterson and Ramapo, and New York and Paterson railroads, (all chartered by the Erie Company for a term of years), we have journeyed from Jersey City to this point; the track between Suffern and Piermont is now given up to the transportation of coal and heavy freight The village, which numbers six hundred inhabitants, is quite romantically located. The landed proprietors, many of whom are wealthy, take much interest also in stock breeding and raising, and imported cattle and blooded horses, valued high up in the thousands, are here no rarity.

Suffern boasts a good hotel, four well-stocked stores, churches of the Episcopal, Roman Catholic, Presbyterian, and Methodist denominations, two district schools, an Academy, and a Rolling Mill. The village contains the summer residences of a number of New Yorkers, while, annually, many families come hither to enjoy the pure healthful mountain air, the good drives and the romantic scenery of the adjacent region. Among the population, too, are included many employés of the railway company, who here find moderate rents and a convenient stopping place. Being a water station, Suffern has the advantage of nearly all passenger trains passing to and fro, and is connected with the city of New York (thirty-two miles distant, or one hour and forty minutes ride) by nine trains each way daily. The

theatre train leaving New York every midnight runs to this point.

From five to six hundred acres of eligible land can be purchased hereabouts, although it is held principally by rich owners, not particularly anxious to sell. Building lots, centrally situated, range from $200 to $500, but within half a mile of the depot, land may be had at $100 per acre.

Leaving behind us this busy little railroad town, with its life-long clatter of wheels, and shrieking of whistles, we enter the historic and romantic valley of the Ramapo, guarded at its entrance by giant hills, standing as twin pillars at the gateway. By this route alone was communication during the days of '76 kept open with the shores of Lake Erie; here is another headquarters of Washington, an old farm house standing silent and lonely, under the roof of which many of his letters, now extant, were dated. Further on, over the ridge towards the north, are still visible marks of intrenchments thrown up by the troops, and in the woods opposite, the camp fires of the French allies have left indelibly their traces upon the rocks. Yonder looms up in gloomy grandeur, the steepled peak of the Torne (High) mountain from the summit of which, if one is willing to clamber thither through rock and fen, may be had a magnificent view, extending even to the harbor of New York, thirty miles away. Tradition says that General Washington was accustomed, from this elevation, by the use of his field glass, to watch the movements of the British fleet in New York Bay.

A ride of a mile and a half up this picturesque valley, brings us to the village deriving from it its name of

RAMAPO,

distant from New York thirty-four miles, (an hour and fifty minutes ride), and reached by five trains each way daily. Here are located the far-famed Ramapo Car Works, and the Ramapo Wheel Works and Foundry, both of them under control of what is known as the Ramapo Manufacturing Company, established in 1790 by the Pierson

family, in whose hands it still remains. The company own the land embraced within a circuit of thirteen square miles, (it having been granted them by letters patent some time during the last century,) and will not sell any part of it except to such purchasers as will guarantee to erect a handsome residence, and expend a generous sum upon the grounds about it. The village itself, with a population of about four hundred, stands in the hollow to the right of the track, and is mainly peopled by the employés of the company and their families—the Car Works employing three hundred, and the Wheel Works and Foundry eighty hands.

Some idea of the business done here may be formed from the fact that forty tons of iron are melted, two hundred car-wheels made, and one hundred and fifty tons of freight shipped away daily. Several gangs of men are also employed by the Erie Company in a granite quarry upon the estate, from which, connected by a switch with the main track, is obtained granite used in ballasting and bridge building along the line.

There are located in this village, a Presbyterian church, a district school, and a well supplied country store. The scenery and drives in the vicinity are most attractive, the country abounding in streams, which, while contributing vastly to the beauties of the spot, are also useful in furnishing water power for the thriving works of the company.

One mile beyond Ramapo, the road makes a sudden bend to the northward, emerging upon a wide fertile tract; just at this point is the junction of the Sterling Railway, a road nine miles in length, connecting with the famous Sterling Iron Mines, which, with the adjacent tract, were granted by Queen Ann under letters patent to Lord Sterling. These are the oldest iron works in the country, the furnaces having been erected in 1751, and the forge in 1752. The first anchor made in the State was manufactured here in 1753. Steel was first made here in 1776, and the iron for the chain, weighing 186 tons, which was sunk across the Hudson River at West Point to obstruct the passage of the British fleet, was procured here, and transported by ox carts brought from Connecticut, to the place where it was destined

for use. It is claimed at the present day that these mines are as productive as any in the country, 300 tons of ore being shipped daily. The town of Ringwood, inhabited by the miners and operatives and their families, and finding its means of communication with the outer world and the Metropolis by the Sterling Railway, contains several elegant residences, one, it is said, valued as high as $150,000.

But one train each way daily stops at Sterling Junction, precluding therefore any idea, for the present, at least, of its eligibility as a site for Suburban homes. It may be stated that improved land is estimated at $200 per acre.

Continuing on for another mile, we come suddenly upon a village reposing calmly in the shadow of the hills, and seemingly shut in from rude contact with the outer world. This is

SLOATSBURG,

thirty-six miles (two hours' ride) from New York, and reached by four trains daily. Glancing through the dense foliage, we catch picturesque glimpses of numerous houses lining the base of the precipitous hillsides. There is here a population of 300, and the village boasts a public and private school, a church (Methodist,) a twine manufactory working eighty hands, a shoddy mill, two stores and a lumber yard. Beside being in a productive lumber region, Sloatsburg acquires an importance as being the nearest railroad point to several bodies of water, Truxedo, Portague, Shepard's and Sterling Lakes, all favorite resorts of the more knowing of Izaac Walton's disciples. There is good hunting, too, on the mountains at the proper season, and near the village is "Good Spring," the Chalybeate water of which possesses rare medicinal properties.

Land here is offered at reasonable prices, there being 150 acres within half a mile of the depot, and along the line of the Ramapo river, available at from $50 to $200 per acre, and $100 per lot. Most of the domain hereabouts is owned by the Sloat family, to whom it was assigned in 1738 by five Indian Chiefs, and the original deed of

conveyance, drawn up in a jargon of High Dutch and Indian combined, is shown to this day as a literary curiosity.

Six miles beyond Sloatsburg, at a point where a pond known as the Mombasha Pond finds its outlet to the Ramapo, (which by the way in the Indian tongue signifies "the river of round ponds") is

SOUTHFIELDS,

a little village of 300 inhabitants, distant forty-two miles from New York, and reached daily by four trains each way. Close at hand are situated the Monroe Iron Works, erected in 1805 by Messrs. William and Peter Townsend, and still in operation, employing at the present time forty hands in the manufacture of pig iron. There is also at Southfields a fruit basket factory, employing about sixty hands, the neighboring brush supplying abundance of material for this trade, together with hoop-poles, which are cut and shipped away in large quantities by the country people. There are two summer hotels, (one near, and the other about a mile from the depot,) a public school and a Methodist Church. Within a quarter of a mile from the station, there are 1,500 acres of land to be had at $100 per acre improved, and $75 to $80 unimproved.

A short distance beyond Southfields, we pass the ruins of the Augusta Iron Works, established in 1783–4 by Solomon Townsend, of New York, and owned by the Lorillard family. There are said to be 13,000 acres of land, principally wooded, attached to these works. At this point, the Ramapo has a perpendicular fall of twenty feet, furnishing water-power second only to that of the Passaic at Paterson. These iron works were celebrated in their day, the iron sent from the Sterling mines having been here forged into the chain stretched across the Hudson at West Point, to check the progress of the British fleet.

GREENWOOD,

forty-four miles (two hours and ten minutes ride) from New York is our next stopping place. From the summit of one of the picturesque

hills, lining the valley on either side, may be obtained a view of the distant Kaatskills. But the chief features of interest here are the immense iron furnaces of Mr. R. P. Parrott, (originally known as the Orange Furnace, established in 1811-12 by Messrs. Cunningham) engaged in the manufacture of the famous Parrott guns. About two hundred people reside here, a majority of them deriving a livelihood from the Iron Works or the neighboring iron mines, the O'Neal and West Greenwood, both of which are in successful operation. For a village of its size, Greenwood possesses unusual religious facilities, there being three church societies, an Episcopal, Roman Catholic and Methodist, with a parish school under the direction of the rector of the former. There are also two district schools well attended.

Embowered amid the foliage on the adjacent hillside, are the cottages of a little band of inhabitants whom the people of the village term Gypsies, doubtless on account of the secluded wildness of their life, and their clannish disposition. Like the genuine "Rommanies," they employ their time in weaving baskets and fashioning wooden dishes, plates and spoons, and a variety of utensils for sale.

Nature has indeed been bountiful toward this locality. The scenery is exceedingly picturesque, and there are in the mountains several lakes of the purest water, well stocked with pickerel, black bass and other tempting prey for the angler.

After we leave Greenwood, the valley begins to open away on either side, disclosing rich fields and pasture grounds. Two miles progress brings us to Newburgh Junction, the point at which the Short-cut to Newburgh diverges from the main line. We shall follow up that thread some other day. For the present, our route lies straight forward for another two miles to

TURNERS,

forty-eight miles from New York, (one hour and fifty-five minutes ride by Express), and reached daily from each direction by ten (including Express) trains. The village proper, being located at the intersection of several turnpike roads, was formerly known as Centerville, and was

ORANGE HOTEL, TURNERS STATION, N. Y.

for a time quite a center of population and business. Its more recent name was bestowed in honor of one of its substantial patrons and residents. The magnificent brick building, the Orange hotel, 300 feet long, forty-five feet wide, and three stories high, which the Erie Company erected here a few years ago at a cost of $140,000, for use as a dining hall, depot and hotel, has made the place as familiar as a household word with the traveling public. The lower floor of this immense caravansera is devoted to the purposes of a depot and ticket office, and a mammoth lunch room, over two hundred feet in length, completely fitted up, and admirably ventilated. Here all Express train passengers stop for meals, only to resume their journey in a vastly bettered and more contented frame of mind and body. Situated, as this hotel is, in the very heart of the richest dairy section of the State, enjoying a healthful location, and commanding a wide and picturesque landscape, it offers unequalled attractions to the city resident, yearning for a few days of country quiet, a few whiffs of pure mountain air. Looking out from the window of any one of the elegantly furnished bedrooms or parlors upon the second floor, one sees on all sides a succession of sloping hillocks rolling away into fertile valleys, dotted with farm houses, substantial barns, orchards, and wheat-fields as far as the eye can reach, while in the distance the spires of Newburgh and Fishkill, and the silvery waters of the Hudson, may be discerned. In the hotel one finds all the conveniences of city life, gas-lights, hot-air pipes, bath-rooms, a telegraph office, and in short all the appointments of a first-class public house in the Metropolis, while, should the visitor feel disposed to ramble abroad, and admire the beauties of nature, he may, within a circuit of two or three miles, come upon no less than six lakes, set like glittering gems in the emerald verdure of the mountain tops.

The village proper, which is principally located beyond a knoll or rising ground on the left of the depot, numbers a population of 1,000, has two public schools, four stores, and another well conducted hotel. The Methodist and Presbyterians each have organized societies here: the former have erected a church building during the past year, while the latter, as yet, hold their meetings in the public school house.

Until quite recently, land in this vicinity has been held by parties unwilling to sell, but it has now been divided up, and may be had within convenient distance from the depot, and in any reasonable amount, at $500 per plot for building purposes, or $200 per acre for farming land. Within the past two or three years, an unwonted impetus has been given to property thereabouts, considerable land has changed hands, many new and tasteful villas or country seats have been erected, and there is every promise of a thriving and busy town growing up upon this picturesque spot, before many years shall have flown. One great advantage in a railway point of view, lies in the fact, not only that all passenger trains stop, but also, that a Special train, the Orange Co. Express, is run daily to and from New York, without any intermediate stoppages, thus bringing Turners, to all practical purposes, ten or fifteen miles nearer in communication with the city. This fact alone has induced many wealthy New Yorkers to purchase Suburban homes at this point on the line.

And now, leaving Turners, we enter a long stretch of fertile farming and pasture land, a land literally flowing with milk and honey. Only half an hour ago, the rocky battlements of the Ramapo hills hemmed in the view, but now a glance from the car window discloses a vista of meadows, cottages and orchards on whatever side we turn. The contrast is refreshing, yet before we have had half enough time to appreciate it, we find ourselves at

MONROE,

distant fifty miles, (two hours and forty-five minutes ride) from New York, and reached by six trains daily. To the admirer of pastoral scenes, this quiet village, with its thickly shaded streets, and houses embowered in foliage, presents a charming theme for contemplation, and Longfellow's description of the peaceful Acadian village of Grandprè is involuntarily recalled to the visitor.

The population numbers from four to five hundred, a great number of whom are engaged in the milk trade, which has rendered the name of Orange County famous the country over. Four thousand gallons,

SEVEN SPRINGS MOUNTAIN HOUSES,

MONROE, Orange Co., N. Y.

This new Establishment is an important addition to the already established Summer Resorts; the Proprietor has recently erected buildings in addition to his former Hotel accommodations, regardless of expense, for the comfort of Guests. There are also a number of handsome cottages and a home school for Young Ladies (Seven Springs Seminary), and in the fall will be established, by a competent Professor, a Military School in the "Octagon Tower" of the Seven Springs.

The buildings are large, built of stone, very cool, and connected by covered walks; situated on the mountain, 2,000 feet above tide water, 50 miles from New York, two miles from Monroe depot on the Erie Railway, which passes through a charming country; fine views and scenery, pure air and plenty of shade. The water contains mineral properties which cure kidney complaints and other kindred diseases. No ague or mosquitoes.

The House will be kept in first-class style, with Billiards, Music, Dancing, and other amusements. Coaches connect with trains to and from New York.

Merchants can be with their families at night. Excursion and Commutation tickets over the Erie at low price. The best train to come on is the Orange Co. Express, which leaves foot of 23d St. at 4.15 P. M., and foot of Chambers St. 4.30 P.M.

J. M. Bettman, a gentleman of 15 years' experience, (late of the Metropolitan Hotel, N. Y., and Cozzen's West Point,) has been engaged for the season. Accommodations for 600 Guests. Terms liberal.

J. G. DAVISON, Proprietor.

J. M. BETTMAN, Manager.

Monroe, Orange Co., N. Y., May, 1873.

References.

JOSEPH U. ORVIS & Co., Bankers, No. 96 Broadway,
MAJOR GENERAL JOHN B. WOODWARD, Esq., Brooklyn,
ZOPHAR MILLS, Esq., 144 Front Street, New York,
JAMES P. TRAVIS, 46 Beekman Street, New York.

On the Seven Springs Mountain land exist very fine blue stone quarries, which are in operation. Also on the land is a stock company, working on a liberal lease. They have expended a large amount of money; and have sunk a shaft 30 feet, and drifted in 75 for coal They continue to get coal enough to give them confidence.

or over two hundred and fifty cans, are shipped hence every evening to the Metropolis, to be distributed from house to house by the milkmen on each following morning. The railway company's annual receipts for freight on milk from this point alone amount to $70,000. During the last year, a steam mill and elevator have been added to the useful industries of the village.

Monroe was first settled in 1742, under the name of Smith's Clove; next, was christened with the singular title of Cheese Cocks; in 1802 became Smithfield; and finally, six years later, settled down into its present name, bestowed in honor of the President. History and tradition tell some hard stories of its first settler, Claudius Smith, a "Cow Boy" chieftain, who, after murders and depredations of all kinds in the Ramapo section, was hung in Goshen by the Whigs in 1779. But the inhabitants of Monroe to-day are of altogether another stock, and as a community, are industrious, enterprising and thrifty. The village contains churches of the Episcopal, Presbyterian and Methodist denominations, a well conducted grammar and primary school, a flouring mill, six or eight grocery and dry goods stores, and a drug store. Considerable travel is brought to this station on account of its being the point from which stages connect with the summer hotels at Seven Spring Mountain, a delightful resort, which of late years has been rapidly growing in public favor, and which is patronized by an annually increasing circle of the *elite* of the neighboring cities. A charming woodland ride of half-an-hour, brings the traveler to the hotel buildings, which form a little village by themselves on the mountain top, and command a view of the adjacent country for miles around. This year, as will be seen by the advertisement of Mr. Davison, the proprietor, elsewhere inserted, the establishment is to be conducted with increased convenience and comfort, affording business men from New York a cool and invigorating retreat, and at an easy distance from the city.

From Monroe, stages also connect for Greenwood Lake.

OXFORD,

fifty-two miles (three hours' ride) from New York, and having the ad-

vantage of five trains daily, is our next stopping place. From this station, the meadows slope away on either side, in successive pastures over which roam herds of grazing cattle, until, in the distance, the eye rests upon the conical summit of the Sugar Loaf. Here too, the milk trade employs a goodly number of the villagers, over 2,000 gallons being daily shipped to the city. The population numbers only a hundred or two, but there are two public schools, (within a mile of the depot) a good store, a Methodist Church, and a meeting house used by the Friends' Society. The farmers in the vicinity are generally willing to take a few boarders during the summer months, and find no difficulty in thus filling up their vacant rooms in warm weather.

Within two hundred rods of the depot, there are about forty acres of land available for building purposes, which may be had at from $100 to $250 per lot, while farming land further removed is offered at the same price per acre.

Two miles beyond Oxford, the road emerges from this rolling country upon a range of level marshy fields one mile in breadth, but extending many miles in length, and evidently, at a remote period, the basin of some great body of water. In the construction of the road at this point, it was found necessary, from the softness of the soil, to build the track upon a causeway of huge piles, six feet apart, and driven down ninety feet into the earth. The track is thus raised considerably above the meadows, and is filled in solidly with earth. The ground hereabouts is very fertile, and is devoted to the raising of garden products, which are shipped away annually in immense quantities by the farmers.

Surrounded by the meadows, is our next stopping place, the little hamlet of

GREYCOURT,

with a population of about one hundred, and chiefly important as the point whence diverge branch roads to Newburgh and to Warwick, of which we shall take a survey hereafter. There are two small public houses and a few residences, the inhabitants finding their church and educational facilities in the adjacent village of Chester. Agri-

cultural pursuits afford a livelihood for nine-tenths of the residents, considerable milk being shipped from here, and two hundred acres out of seven hundred, composing the Greycourt meadows, being under cultivation. There is here abundant opportunity for some enterprising capitalists to realize a handsome fortune by developing the inexhaustible peat resources of these boggy meadows, and utilizing the material for the purpose of fuel. The land may bought at from $150 to $800 per acre.

One mile beyond Greycourt, and at the farther verge of the meadows we have crossed, stands the considerable village of

CHESTER,

fifty-five miles from New York, and accessible by five trains daily. It is divided into East and West Chester, separated by a high hill topped with neat dwellings, surrounded by gardens. East Chester, lying near the station, possesses numerous storehouses as indications of the amount of business done here. The population is about 1,500, many of whom, as at Monroe, are engaged in the milk trade. An unromantic but remorseless fact it is, that men, as a general thing, discharge the functions of the buxom dairy maid hereabouts.

It will, mayhap, bring a tear to the eye of the reader to learn that from this point, 50,000 bushels of onions are annually shipped to the New York market. So fertile and cultivated is the rich black soil of the adjacent meadows, that, upon four acres owned by a public-spirited citizen, a crop of these esculents, realizing a profit of $1,200, was raised one season.

There is evident in Chester a certain enterprise, and co-operation among its citizens, from which many larger towns might well take example. It has two churches, a Presbyterian and a Methodist, and also boasts a Bank (the Chester National.) In school facilities especially it is progressive, the Union Free Academy being an institution of learning in which the citizens exhibit a justifiable interest and pride. It embraces primary, grammar and academic depart-

ments, and a Museum of Natural Sciences, and the edifice which it occupies has recently been enlarged by an outlay of $35,000.

Lots may be purchased at from $300 to $600, and farms at from $125 to $200 per acre. This does not, however, embrace the rich meadow land which is held as high as $1,000 per acre.

From this point the road passes through the hill above the village by a deep cut, and brings us to the very centre of Orange County, with every inch of soil mapped out into smooth-shaven slopes. The farm houses look neat and substantial, and after an interesting ride of five miles, we enter the far famed town of

GOSHEN,

sixty miles (two and a half hours ride) from New York, and accessible by eight trains daily. This beautiful town is located on a broad and cultivated table land, surrounded by an amphitheatre of gently sloping hills. It is, with the exception of Paterson, the most important commercial point we have reached since leaving New York, being the natural centre of the great milk trade of the Walkill, and the Otter-Kill Valleys. Here are produced the famed Goshen butter and cheese. The town itself is one of the oldest and wealthiest in the State (it having been first settled in 1712, and incorporated in 1809,) and is, jointly with Newburgh, the county-seat of Orange County. Its avenues and streets are broad and well shaded, and its private residences tasteful, and adorned with all the beauty of surroundings which modern landscape gardening can give. The salubrity of its atmosphere, the fertility of its soil, the luxuriance of its vegetation, the ever-changing beauties of its private parks, leafy avenues and roadside hedges, invest it with a quiet charm unknown to most of our suburban towns. The great wealth of many of its residents has been freely expended in contributing to the attractiveness already conferred by nature. The drives through the adjacent country abound in scenes of interest to the visitor, while the famous trout brooks of Sullivan and Ulster Counties, and the game covers of Cedar Swamp, the Warwick Woodlands and the Great Wild Meadows, where wood

cock, plover and quail are abundant, may be reached in an hour or two.

In points of historic interest, also, Goshen abounds. The flame of revolutionary patriotism nowhere burned brighter than here. It is said that a portrait of King George over the Court House entrance was torn down on the morning after the reception of the news of the first conflict with the British troops, and never to be replaced. Here stands, too, the Minisink monument, a shaft of marble, twelve feet in height, resting upon a base of the same material eight feet in height, surmounted by the figure of Hope, and ornamented in bas-relief with representations of the tragical story of Indian warfare, which it commemorates.

Goshen has furnished more than one eminent man to the list of those of whom the country is proud. DeWitt Clinton, one of New York's noblest statesmen; Noah Webster, the great lexicographer and the Winans brothers, who, as successful engineers and railroad builders, have achieved a fame in both hemispheres, all called this charming town their home. The society is among the most refined and cultivated in the country, and this fact evinces itself everywhere in the appearance of the town, its churches, its schools, its every surrounding. There are churches of the Episcopal, Methodist, Roman Catholic and Presbyterian denominations. The congregation of the latter have erected an edifice costing $125,000, and the Episcopalians point with pride to a blue granite church they have completed. There are eight schools, including one classical school, two public and three private grammar schools, a female seminary of some note and a Military Institute. Two newspapers, the Goshen *Democrat*, established in 1736, and the *Independent Republican* in 1788, are published here. The population numbers about 3,000, representing all varieties of avocations incident to a large and growing town. The Court House and Jail, and Clerk's and Surrogate's offices, are located here, but "doubtful questions of right and wrong" find but little place in the minds of this moral, industrious community. There are two National Banks, the Orange County and the Goshen, three fine hotels, a foundry, carriage factory, sash and blind factory, drain-

tile factory, a brick-making machine, and grocery, dry goods, drug, hardware and jewelry stores, all the minor branches of trade being proportionately represented. During the past year a new and complete system of water works, (costing $60,000) and fifty new dwellings, have been added to the town. Stock breeding and trading are largely carried on here also; many cattle are received from the West, and transhipped to Newburgh, while the breeding of horses is carried on to a considerable extent. Dexter and Highland Maid were bred here, and one New York gentleman has constantly on hand at Stony Ford farm, two or three miles away, a large and valuable stable of blooded animals. A fine half-mile race track and fair grounds are located in the suburbs of the town. Three miles to the south-west, is the northern boundary of the most extensive peat formation known in the United States, embracing 17,000 acres, and surrounded by a most productive mineral region, in which white and blue limestone, granite, white marble, oxide of zinc, and oxidized iron ore, exist in considerable quantities.

From Goshen two branch Railways diverge, the one known as the Montgomery and Walkill Valley Branch, extending to Kingston 43 miles, and the Pine Island Branch, to Pine Island, 12 miles distant.

Within the past few years, more improvements have been made in and about Goshen than during the previous fifteen, and its people, now fully awakened to its advantages as a suburban residence, evince much interest in its development. Within from five minutes to a quarter of an hour's stroll from the depot, are about one hundred acres of improved land, which are offered as building plots, (100x200 feet) at from $100 to $800. Farming land may be bought some little distance further off between $100 and $300 per acre.

From Goshen, the road runs along almost on a level, bringing us into the valley of the Walkill River, which, running north through this and the adjoining County of Ulster, empties into the Hudson near Rondout.

A distance of four miles further on, we come to

HAMPTON,

(sixty-four miles from New York, and reached by four trains daily,) situated on the left bank of the river, which at this point is almost drained of its waters by the Chechunk Canal, a ditch from ten to sixteen feet wide, four to six feet deep, and three miles in length, which was dug in 1829 for the purpose of draining and reclaiming about 20,000 acres of drowned lands, previously in a continued state of inundation. This canal, with its inlet and outlet in the Walkill above and below the town of Hampton, was, in the course of a few years, enlarged by the action of the waters to a width of about five hundred feet, so that the main body of the Walkill River, as above stated, now passes through it. In consequence of its loss of water power from this diversion, an extensive woolen factory is going to ruin.

The population of Hampton is about 200. The place contains a Presbyterian church, a good hotel, and two public schools. From fifteen to twenty acres of land in the vicinity of the depot are offered for sale at $125 per acre.

Moving over an ascending grade for a distance of three miles, we approach a long curve, and obtain suddenly a view of

MIDDLETOWN,

(sixty-seven miles from New York, and reached by nine trains each way daily) pleasantly situated in an open, level and rich portion of Orange County, and deriving its name from the fact that it is situated midway between Montgomery and Mount Hope. Since the construction of the Erie Railway, Middletown has increased in extent, population, and business, surprisingly. Its population, numbering 8,000, are industrious and enterprising, and do a prosperous business. Devoid of many features of traditionary interest, such as cling to its older neighbor Goshen, this flourishing town is yet in the freshness

of its growth, the loveliness of its surroundings, and the beauty of its shaded streets, its lawns, its residences, its public buildings, its parks and churches, as thoroughly attractive as any locality can be to the prospective purchaser of a Suburban home. The taste evinced here in cottage architecture is especially observable, and the stranger who takes his first stroll through any of the long, neat avenues intersecting the town, finds on every hand elegant dwellings, with all the surroundings which wealth can combine with refinement to suggest.

Although not yet incorporated, Middletown possesses all the best characteristics of a full grown city. There are a number of hotels, and four fine brick buildings devoted to the Primary and Grammar schools, and the Academy or high school offers instruction in the academical and classical branches. Several private schools receive a good share of patronage.

The religious facilities offered are extensive, there being eleven churches, comprising First and Second Presbyterian, (Old and New School,) Baptist, Episcopalian, Methodist, Congregational and Roman Catholic, some of which would, in their architecture and finish, grace any avenue in the Metropolis. There are also three public halls, one of which is fitted up with stage and scenery, and seats one thousand people, and a Lyceum with a reading room and a well-stocked library. Four newspapers, the *Mercury, Mail, Orange County Press, and Signs of the Times*, are published here. The trades are represented largely—there being a saw manufactory (the most extensive of its kind in the United States,) a rolling mill, a foundry, two hat factories, a carpet-bag factory, and factories for the manufacture of nails, agricultural implements, files, carpets, paper collars, and an innumerable variety of other articles. There are four banks, the Middletown, the Walkill, the First National, and the Savings Bank, a Masonic Lodge (Hoffman No. 412,) Midland Chapter R. A. M., and Middletown Lodge I. O. O. F. The town is lit with gas, has a Board of Health, which keeps its streets clean, and in thorough repair; an organized Fire Department—and is supplied with pure spring water, led in by pipes from a reservoir two miles away, and, at such a height above the level of the town, that the water power thence derived is sufficient to

work the machinery of the printing presses in the newspaper offices. A system of sewerage and drainage is now in progress in the principal streets. Among the public institutions may be mentioned a Gymnasium and the Young Men's Christian Association. In the western part of the corporation limits, grounds have been purchased for the erection of a Homœopathic Insane Asylum, the plans of which indicate a substantial and imposing edifice, while in the south-western portion of the town, and partially overlooking it, is "Hillside Cemetery," containing fifty acres of land, all improved, two lakes, five miles of macadamized roadway, and walks, lawns, shade-trees, evergreens and shrubbery in great abundance, and admired as being one of the most beautifully improved places of sepulture in the country.

As may be inferred by the reader, from the prosperous and growing character of the town, land in Middletown is valuable, yet the prices asked are in no way unreasonable. Building lots on well graded, paved, lighted and watered streets, vary from $300 to $1,500, and good business stands can be had at anywhere between $500 and $3,000.

Within the corporation limits, about 500 acres of high, desirably situated property are available at an average price of $2,000 per acre —while adjacent farm lands can be bought as low as from $100 to $250 per acre.

Leaving Middletown, we enter, though gradually, a more rolling and mountainous tract, and three miles further on, reach

HOWELLS,

(seventy-one miles from New York, and reached by three trains daily) a village of about three hundred inhabitants, possessing a public school, a Congregational Church, several stores, and a hotel, and deriving its principal importance from the milk interests of the surrounding region. From an embankment which we pass here, we catch a glimpse of a quiet little hamlet, and a lofty cultivated ridge beyond, gradually growing bolder and bolder, as it approaches the chain of hills which meet directly across our path not many miles away. We are now approaching the verge of Orange County, yet, while the

soil lacks none of the wondrous richness and fertility which we observed in it further back, land is considerably cheaper. Improved farm land may be bought for from $90 to $100 per acre, and building lots for from $250 to $300.

Resuming our journey, we see before us a vast range of cultivated valley skirted in the distance with blue, mazy hills, while to the left, the great Shawangunk Mountain, with every inch of its eastern slope under cultivation, rears its crest heavenward. Its western face, on the other hand, is a mass of rock and forest, totally unfit for cultivation, and to this day remaining in a state of primeval wildness. A short distance beyond this interesting view, we arrive at

OTISVILLE,

(seventy-six miles from New York, and reached by three trains daily) the western limit of the milk producing section of Orange County. It has a population of about 500, and derives its name from the first settler, Isaac Otis, Esq., more recently a merchant in New York City. The recent discovery near this spot of a gigantic mastodon, has given this peaceful hamlet, of late, quite a wide-spread fame among Naturalists. The fact that the daily milk trains start from this place, gives it an additional local importance, and from its elevated position it presents, with its church spires and neat cottages, a pretty appearance to the traveler. It contains three churches, Presbyterian, Methodist and Roman Catholic, and a new public school house, two hotels and several stores, already erected, while quite a number and variety of other buildings are still in progress. In the vicinity of the depot, about forty acres of land, available for building sites, may be had, at from $100 to $300 per acre, improved, and from $70 to $100 unimproved.

Leaving Otisville, we ascend a grade of forty feet to the mile, and at a distance of a mile, reach the point where the first great engineering difficulties offered by the Shawangunk Mountain were met and overcome. Upon the first survey of this section of the line, a Board of Engineers recommended a tunnel, twenty-seven hundred feet in

length, as the best and only feasible plan of reaching the valley on the further or western side of the mountain, but further deliberation developed the fact that the difficulty could be better surmounted by making a cut 50 feet deep and 2,500 feet in length, through the rocks, thus opening a passage near the summit, and thence descending the western side on an inclined plane by an extensive curve, running south toward the Delaware River.

As we skirt the mountain side by this circuitous, dizzy route, the first view of the wild Shawangunk (White Rock) Mountain, as seen from the West, breaks upon us in all its gloom and grandeur of shade and shadow, and heavy cliffs, which have bared their faces to the winter storms and summer suns of centuries. A short distance beyond, we look down upon the valley to which we are so rapidly descending, and see only an unbroken surface of tree tops, without a sign of human existence or art to vary the monotony. Two miles from Otisville, we pass along a heavy embankment 1,000 feet long and thirty high, and thence, descending the slope of ten miles before us, enter the valley of the Neversink, which, unlike the one preceding it, is bright and smiling with life, and dotted far and near with farm-houses and cultivated meadows. Here we catch a glimpse of the Delaware and Hudson Canal, connecting the iron mines of Carbondale with the Hudson River, and, upon its bank, discern the little village of Cuddeback, originally settled by the Dutch, and boasting many interesting reminiscences of the days of Indian warfare.

And now we are near

GUYMARD,

a little village of about one hundred inhabitants, distant eighty miles from New York. Its chief feature is the Guymard Spring House, a summer hotel capable of accommodating from seventy-five to one hundred guests. Land in the immediate vicinity of the depot will sell at $15 and $25 per acre, while that in the beautiful Neversink valley opposite, is more highly cultivated, and worth about $100 per acre.

The descent of the Shawangunk is nearly ten miles in length, and

offers a succession of pleasing views, though becoming more and more contracted in extent. When the slope ceases, our road turns again to the west, and crosses the Neversink by a bridge fifty-five feet high, with a span of 150 feet, when we are brought in full view of

PORT JERVIS,

(eighty-eight miles from New York,) beautifully located at the base of a range of bold mountains, overlooking the Delaware River, which not yet grown to the mighty stream upon whose crest navies are floated to the sea, plashes and ripples madly over the shoals and dams vainly obstructing its course. The village, which numbers 8,000 inhabitants, covers a plot about two miles in length by one in width, is governed by a Board of Trustees, has a Police Force, a Fire Department (numbering four engines, two hose carriages, and one hook and ladder company,) is lighted with gas, and now enjoys the advantage of public water works. There are three banks and two newspapers, the *Port Jervis Evening Gazette*, published tri-weekly (with also a weekly edition,) and the *Tri-States Union*, published weekly. The useful trades are well represented, in two steam iron foundries, a machine shop, two bedstead manufactories, a knife factory, a lumber-planing mill, glass factory, three carriage factories, a sash and blind factory, and many smaller establishments. Of churches there are seven, viz.: Episcopal, Roman Catholic, Reformed, Presbyterian, Baptist, Methodist and German Lutheran, several of which have been rebuilt during the late years, and are now models of architectural beauty. Port Jervis Lodge, No. 328 F. and A. M., Neversink Chapter, No. 186 R. A. M., Delaware Commandery of Knights Templar, Ustayantha Lodge, No. 143 I. O. O. F., Attila Lodge, (German) No. 209 I. O. O. F., and Deerpark Encampment, No. 46 I. O. O. F., hold regular communications in their respective halls. The Masonic Hall is a fine building, elegantly fitted up, and during this year, (1872,) an Opera House is also to be erected. The Independent Order of Good Templars also have a Lodge here, (Invincible, No. 607,) and there are a number of other societies and other organizations, including the Port Jervis Literary Association, the Young Men's Literary Association, St.

Mary's Catholic Benevolent Society, the Machinists' and Blacksmiths, Union, and the Brotherhood of Locomotive Engineers. The public schools number twelve, with an average daily attendance of 1,600 pupils. There are in addition several private schools worthy of note. The hotels are numerous and well kept.

As an important centre of trade and travel, Port Jervis is especially noticeable. The Delaware and Hudson Canal pass through it, and about 150 boats, with an average of 140 tons of coal to each, go by daily. By the Erie Railway, over a hundred trains arrive or depart in one direction or the other in every twenty-four hours. The completion of the Monticello and Port Jervis Railroad has opened up the wild and romantic fastnesses of Sullivan County, rendering easy of access to city people the famous resorts of Black Lake and Lake Superior. On the Pennsylvania shore opposite the village, and connected with it by a new bridge spanning the Delaware, is the village of Matamoras, while, on the New York side, within easy walking distance from the depot, are the suburbs of Sparrow Bush, Carpenter's Point and Brooklyn. The celebrated Chilton Springs, situated about five miles from Port Jervis, are to be reached by one of the finest wagon roads in the country, and the visitor, on arrival, finds ample accommodations. Eight miles also to the southward of Port Jervis, is the picturesque village of Milford, Pa., with which railroad communication will probably be opened during the present season.

The soil in this vicinity is, as a general thing, productive. In the village proper, lots measuring fifty by one hundred feet can be bought at prices ranging from $200 to $2,000, according to location, while in the suburbs above mentioned, they may be had at from $100 to $200, and some even as low as $50.

Nature has been lavish with her treasures around the site of this thriving village, blending mountains, valleys, rocks, streams and woods into a picture which, viewed from the summit of either Point Peter or Mount Williams, two high mountains north of the town, partakes of the sublime. A fitting terminus is this spot, with all its wealth and grandeur of charms, to the varied route through valley, plain, grove and meadow, which we have followed on our journey hither from the Metropolis.

THE HACKENSACK BRANCH,

Extending six miles from the Junction on the Jersey Meadows to Hackensack, and thence sixteen miles, via Hackensack Extension Railroad, to Tallmans.

Diverging from the main line, a short distance east of Rutherford Park, the road runs for a mile or two along the level of the meadows, affording the passenger on the left hand side of the train, an excellent view of the sunny slope upon which stands the substantial and enterprising village of

CARLSTADT

a settlement established almost exclusively under the auspices of enterprising Germans, a company of whom, seventeen years ago, purchased here a farm of several hundred acres, divided it up into equal lots of ground, opened streets, and planned building sites, whereon has since grown up a neat, compact and flourishing village, numbering over four thousand inhabitants. Viewed from a distance, Carlstadt is picturesque and charming; seen close at hand, it loses none of its attractiveness. The streets are graded and clean as a parlor floor, the sidewalks are dry and well kept, and the people are proud of their village, public-spirited and enterprising, and have no drones in their hive. In short, there are to be seen here all the characteristics of a neat, thrifty German town, and one who strolls through its busy street at noonday, might easily imagine that the populous centre of some city in Faderland had been wafted hither bodily, and landed upon these fertile Jersey slopes.

There are to be found here two churches, two hotels, a Turn-Halle, and any number and variety of well-stocked stores. Manufacturing interests are represented by a watch case factory, a lock and cutlery factory, a furniture factory, and a wax-bleachery. There are two large

brick school-houses, in which both the English and the German languages are taught. The streets are lighted with gas, and a horse railroad to connect with the neighboring village of Lodi, is projected.

Lots available for building purposes are offered for sale, (measuring 25x100 feet) at from $600 to $1,000.

WOODRIDGE,

one mile beyond Carlstadt, is a promising village of 250 inhabitants, and possessing many of the characteristics of that which we have just left; over twenty new buildings have been erected here during the past year. Land may be had at $250 per lot, or $1,500 per acre. Still two miles further on is Lodi Junction, whence diverges a single track road connecting with the active manufacturing village of Lodi, where are located the famous Lodi Chemical and Lodi Print Works. Further on, the swampy meadows become fertile farm lands, habitations and signs of culture become more frequent, we pass the newly established station called Corona, where already signs of enterprise are apparent, and, in a few moments more, near the beautiful village of

HACKENSACK,

standing upon the banks of the river of that name, and important as the county seat of Bergen County. All of this vicinity teems with interesting historic reminiscences; every foot of ground hereabout was trodden, over and over again, by the revolutionary soldiery, and, had we the space, many interesting anecdotes, handed down from those times, might be narrated of the patriotism and courage of the people of Bergen County, many of whose descendants dwell here to this day. But, while the farms in the vicinity are still owned by, and most of the business of the place is still in the hands of the Ackersons, Blauvelts, Ackermans, Romeyns, Bantas, Terhunes, Voorhees, Zabriskies, and others in whose veins courses the pure "blue blood" of their old-time Dutch progenitors, there is a very large commingling in society

of the families of first-class New York business men, who have here found it both convenient and agreeable to establish their homes, and for whose benefit seven trains daily are run, at very reasonable commutation rates. Churches of all denominations abound; there are several public and some private schools, a fine academy, two circulating libraries, and free reading rooms; two public halls; two weekly newspapers; a Masonic hall; a successful gas company; an insurance company; a well-planned system of sewerage; in fact, the village has most of the conveniences of the city, and that too at moderate cost. There is a depot at each end of the village, (about a mile apart,) near which lots (50x150 ft.) command from $500 to $10,000 each.

Hackensack has about 10,000 inhabitants, and is growing with great rapidity.

From Hackensack northward to Tallmans, sixteen miles distant, we pass over the New York and Hackensack Extension Railroad. This road is nearly completed through to Haverstraw, and will shortly be in running order to that point. At Grassy Point, one mile above Haverstraw, on the Hudson River, it is proposed to establish a coal depot, the wharfage facilities being superior, it is said, to those of any other point of shipment on the river. This road may, in time, form an important link in the proposed West Side Railroad to Albany, but is now in operation as far as Tallmans only, to which point cars run through from Jersey City without change. Four trains run each way over the line daily. The construction of this road, which has been energetically pushed by a few public-spirited citizens, has inaugurated a new era in the value of real estate in the northerly portion of Bergen County, by bringing within the reach of New York business men many pretty villages and desirable farm-lands. The prolongation of the line two years ago from Hillsdale to Nanuet, and thence, parallel to the Piermont Branch of the Erie Railway, to Tallmans, has brought to residents of that section increased facilities for frequent and rapid connection with the Metropolis.

Our first stopping place beyond the incorporated limits of Hackensack is

CHERRY HILL,

formerly New Bridge,) a small but growing village of 500 inhabitants, delightfully situated upon the hillside, with an unsurpassed drainage; roads hard and dry; fine society, and a number of schools and handsome residences. For a purely "Surburban home," few places present greater attractions than Cherry Hill, which, it is evident, is destined to become one of the most popular resorts in this vicinity for city-tired business men and their families.

City lots vary here from $100 to $400, and land by the acre sells as high as $1,000.

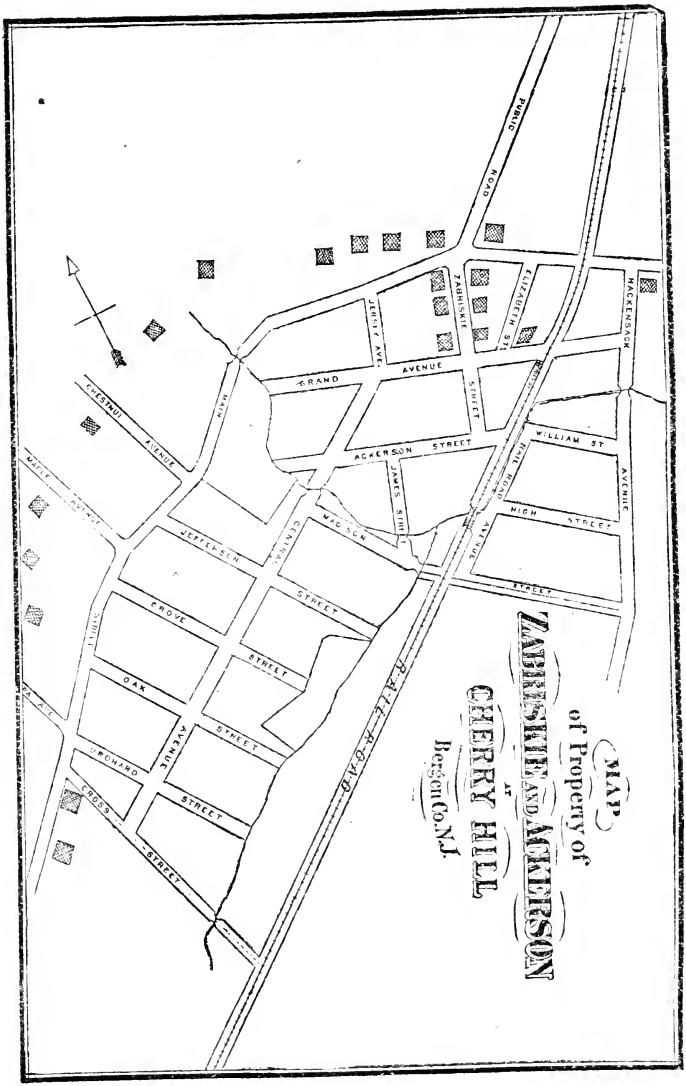
The diagram of the property of Messrs. Zabriskie & Ackerson, published on the opposite page, conveys to the reader, to some extent, an idea of its convenience and beauty of location for Suburban Homes. As will be observed, streets and avenues have been opened through it, and upon any one of these, within a few minutes' walk of the depot, may be found most desirable building lots, on high ground, well drained, and commanding a charming view, embracing hill, dale, river, and woodland scenery. Hackensack is rapidly growing in this direction, and those who invest and improve property for homes at this point, can hardly fail to realize a considerable profit on the investment, at present prices.

RIVER EDGE,

a mile and a half further on, is the next stopping place. Of it, as of Cherry Hill, it may be said that it contains many attractive building sites, beautifully located upon the slope of the ridge overlooking the line of the road, and connected with the depot by a handsomely laid out avenue. A substantial and commodious bridge has also been thrown across the Hackensack.

There are property-owners at this point willing to deed a lot of ground free to any one who will guarantee to erect at once a $4,000 house thereon. Land sells at $300 to $500 per lot.

Three quarters of a mile beyond, is


MAP
of Property of
ZABRISKIE AND ACKERSON
AT
CHERRY HILL
Bergen Co. N.J.
PUBLIC ROAD
ZABRISKIE
ELIZABETH ST
HACKENSACK
JERSEY AVE.
GRAND AVENUE
STREET
CHESTNUT AVENUE
MAIN
ACKERSON STREET
WILLIAM ST
RAIL ROAD
AVENUE
JAMES STREET
HIGH STREET
MADISON
CENTRAL
JEFFERSON
STREET
GROVE
STREET
OAK
STREET
AVENUE
STREET
ORCHARD
STREET
CROSS
STREET
RAILROAD

NEW MILFORD,

the head of navigation on the Hackensack. Schooners of a hundred tons come up to this point. The village boasts of a large grain and flouring mill. two schools and two churches (both Dutch Reformed) and gives promise of a rapid growth.

ORADEL,

A village half a mile beyond, presents a neat, attractive appearance. The land, hitherto level at the one side, and sloping at the other, becomes undulating on both sides, opening now and then to the view many charming vistas. A handsome new brick hotel and store, and a number of new dwellings, add to the appearance of the village, and others are in process of erection. A new bridge has also been built over the Hackensack.

Upon the fertile ridge overlooking our roadway from the west is springing up, too, a beautiful village of villas, from any one of which one may gain a charming view, embracing the verdure clad valley of the Hackensack below, the distant mountains to the northward, and directly opposite the bold heights of the Palisades, studded with hamlets and homesteads which overlook the majestic Hudson.

ELIGIBLE AND DELIGHTFUL SITES

—FOR—

Suburban Homes.

Lots, 50x100,

Villa Plots, 150x300.

Select the BEST LOCATIONS while there is yet time.

—Terms that will suit all.—

APPLY TO

ISAAC A. DEMAREST,

AT THE DEPOT.

The advertisement of Mr. Isaac A. Demarest, on the adjoining page, informs the reader of some desirable property at this point which he places this year upon the market.

KINDERKAMACK,

a mile and three-quarters beyond Oradel, is a growing place, with good approaches, and is inhabited by a number of men of means, who have lost no opportunity to improve it, and aid its growth. Seven new houses, blacksmith and wheel-wright shops, a livery stable, store and Post-office have been erected during the past year. The price of land, as mentioned under the head of River Edge, will cover all the intermediate property at this point. At

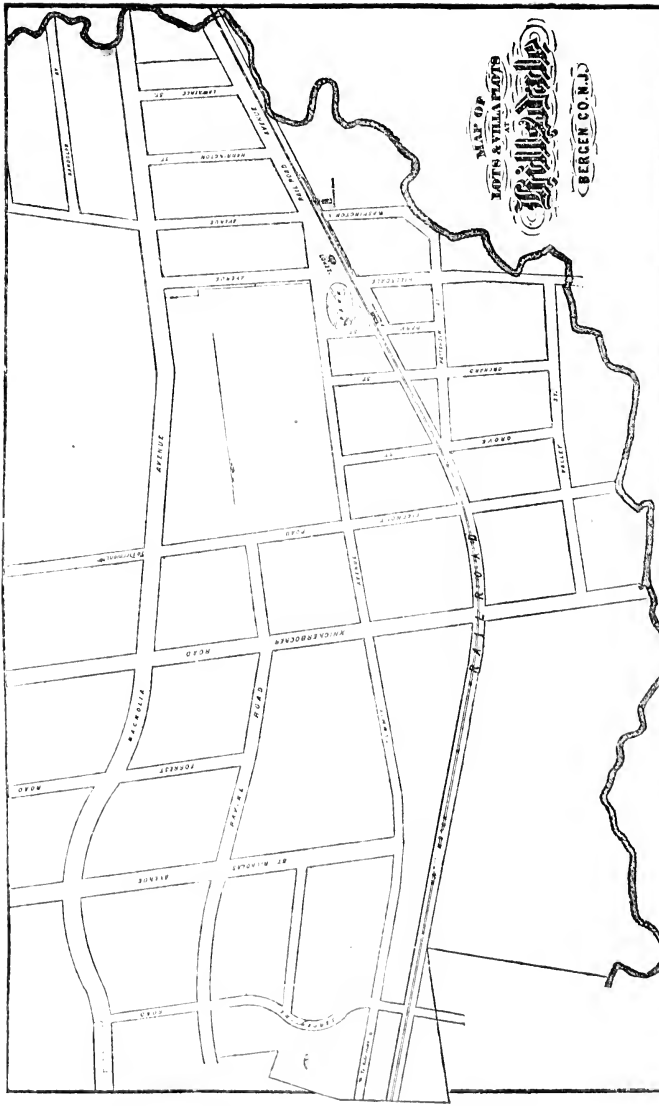
WESTWOOD,

a mile further on, the visitor sees several fine French roof houses, and a hotel recently erected, a handsome store, neat depot, and visible signs of improvements in progress. The infusion of new life and energy, attendant upon the construction of the Extension Railroad, is very apparent here. The Pascack turnpike intersects the railroad at this point.

Crossing Pascack Creek, which, further down finds its outlet into the Hackensack, we reach

HILLSDALE,

for a time the terminus of the road, and destined at no distant day, judging from the wonderful progress made during the last two years, to become an important center of trade and travel. The recently constructed residence of the President of the Extension Road, D. P. Patterson, Esq., standing a short distance west of the depot, is a model of architectural beauty and taste, and within a circuit of a half mile, are the abodes of a number of old and wealthy inhabitants of the county. A large hotel, capable of accommodating 250 guests, stands just east of the


MAP OF
LOTS & VILLA PLOTS
AT
BERGEN CO. N.J.

depot; a fine new country store, well-stocked, is in operation adjacent to the station, and many elegant dwelling houses have been or are being put up on eligible sites within a stone's throw of the spot. The depot itself has been rebuilt during the past year, the new structure being an elegant two story building, containing also the room in which the Directors of the Company hold their meetings. The village of Hillsdale has a population of about 2,000, contains two schools, a church (Dutch Reformed,) and four turning mills, all in operation.

The Pascack Creek, formed by the confluence of several large brooks, furnishes a water power sufficient for fourteen mills, and in this respect the advantages of Hillsdale are especially worthy of consideration. But its claims as a place of residence are equally strong. The country is open, and well cultivated, the air clear and healthful, the water pure, and the soil very fertile. The country roads afford opportunities for delightful drives or rambles; two miles east of the station is the hill where the unfortunate Major Andre was hung, and where his remains found a resting place, until their removal to his native country a few years ago.

Within a half a mile from the Hillsdale Depot, one may purchase an acre of good land for $500, while city plots, easily accessible from the cars, can be had at from $300 to $500. The diagram annexed shows the extensive property here offered for sale as laid out, graded, and which is already dotted with many suburban homes.

Continuing along this valley a mile and a half further, we come to the Station of

PASCACK,

where a depot, a store, and several handsome dwellings have been erected. From this station, the Pascack Post-office is reached, the "Pascack Neighborhood," lying on the left of, and about a quarter of a mile distant from the railroad, and stretching along parallel to it for a considerable distance, being a locality well worthy of a visit on account of the charms of its pastoral scenery, the quaintness of its old stone church and church-yard, and the busy hum of the bobbin

factory, one of the most extensive of its kind in the State. Another mile brings us to

PARK RIDGE,

located on the road leading from Pascack to Old Tappan. The construction of stores, a hotel, an Academy, a Depot, and ten dwellings during the past year at an aggregate cost of $53,500, and the establishment of a Post-office, and a coal and lumber yard, all give evidence that the people are anticipating the inevitable demand for Suburban Homes.

MONT VALE,

one mile beyond, is situated on rising ground to the right of the valley, and on a road crossing the track from Pascack to Middletown. This station is principally used by residents of Upper Pascack. It boasts a Post-office and Depot, several stores, a livery stable, and a number of new dwellings.

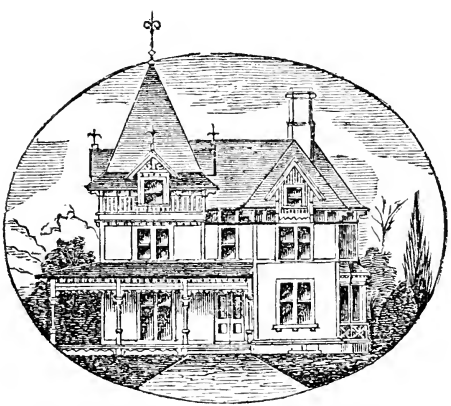
From this point, we emerge into the "Valley of the Muddy Brook," a trout stream, the beautifully clear waters of which murmur ceaseless plaints against the unmerited odium of such a title. Half a mile further on, the State line is crossed, and we enter Rockland County, New York.

PEARL RIVER,

one mile distant from Mont Vale, is our next stopping place. Here the grounds adjacent to the road rise higher, and the views are magnificent. To the south, Newark Bay, Staten Island, Passaic and Paterson are plainly visible; the Ramapo Mountains to the west, and the Palisades to the east, are seen in the distance; the well cultivated district of Middletown lies like a garden beneath. For private residences the locality is admirable, is well graded and laid out in streets. A well-stocked lumber yard has been opened to supply all building materials—and here are located the very extensive works of the

Etna Sewing Machine Co., the establishment of which gives new life and impetus to improvements in this vicinity.

From Pearl River, the road traverses a thickly populated and wealthy farming section to Nanuet, whence it runs parallel, as before stated, with the Piermont Branch of the Erie Railway to Spring Valley. From Nanuet, the road has also been graded to New City, and will be in running order during the present Summer (1873.)



English Cottage,

Shown in Detail and Cottage Architecture,
Published by A. J. BICKNELL & CO.

THE NEWARK BRANCH.

The rapid growth, of late years, of the two great manufacturing cities of New Jersey, Newark and Paterson, having rendered the time-honored stage coach facilities altogether inadequate to the demands of travel between them, a charter for the construction of a broad-gauge railroad, from Paterson to Newark, with the privilege of extending it through to New York, was granted by the State Legislature, the work was vigorously prosecuted, and during the summer of 1869, the road, eleven and a quarter miles in length, was thrown open to travel, as a branch of the Erie Railway, under the control of which, by purchase, it had come.

The importance of this branch as a connecting link, can be only

And, during the past year, this enterprise has been consummated by the completion of a continuation of the line over the Passaic, and across the meadows to Bergen tunnel, thus forming a new route for travel between the Metropolis and cities of Newark and Paterson, and, more important still, bringing within accessible distance of the city numerous beautiful villages, which have hitherto been dependent upon inconvenient and circuitous routes of communication with New York. As a consequence, thousands of acres of property, invaluable accessions to the tracts eligible for Suburban Homes, have been practically brought an hour nearer to New York, while the villages which they embrace seem to have an infusion of new vigor, and are developing at an astonishing rate.

Leaving Bergen tunnel, the roadway diverges to the left, and follows the line of the Morris and Essex track to the westerly shore of the Hackensack. Then it takes a direct line across the meadows to East Newark—crosses the Passaic by a substantial bridge, and the delighted traveler presently finds himself at

NEWARK,

the largest city of New Jersey, and already boasting a population of one hundred and thirty thousand. The growth of Newark has been

all but incredibly rapid. A few years ago, this point at which the Erie enters it, was far in the suburbs. Now, on alighting, the passenger sees, on all sides, all the activity and bustle of the crowded town. Street cars are in waiting at the adjoining corners to carry him to any part of the city. Long rows of modern dwellings, some of them exquisite and tasteful in style, can be seen on all sides. Near at hand are the mammoth thread mills, from which comes the famous Clark's O. N. T. thread; while, further beyond, can be traced the spires, walls and shipping of the more ancient portion of the city below.

Hundreds of New York business men reside in this portion of Newark, going to and from the Metropolis daily. Commutation rates are low, (see table published elsewhere) and communication is frequent and rapid. Near the depot, upon Washington Avenue, the magnificent roadway, (which, a continuation of Broad Street, extends north to the Passaic County line,) or other pleasant thoroughfares, may be found for rent or purchase many handsome dwellings, containing all the conveniences of city life.

WOODSIDE,

the next stopping place, is just inside the northern city limits of Newark, having been annexed thereto about two years ago—already there is a numerous travel from this point, and the adjacent streets and avenues, on both sides of the railroad, will be found to contain numerous pretty cottages and villas, many of which are inhabited by men who daily cross the Hudson twice.

Just beyond this we cross Second River, a powerful stream which here empties into the Passaic, and next come to a stand still at

BELLEVILLE,

an eminently old and respectable burgh, with a population of from four to five thousand, and numerous manufacturing industries.

Fully two centuries ago, Belleville was a favorite place of summer resort, and even at the present time one might search far to find a

lovelier spot than this peaceful village, which, embowered in dense foliage, slumbers upon the Passaic's banks.

Within a few years at most, Belleville will, in all probability, become an incorporated section of Newark, with which now it is regularly connected by horse cars. Modern improvement already shows itself in the opening and improvement of adjacent property, and on the ridge overlooking the town from the west, may be found many attractive sites for homes.

At Belleville may be seen, at almost any time, one or more live Chinamen, a large force of whom are employed in the Laundry on the opposite side of the river.

NORTH BELLEVILLE,

at the upper end of the village, is a convenient stopping place for many of the residents who have sensibly availed themselves of the facilities which the railway offers for reaching retired homes within less than an hour of New York. A few minutes' walk from the station brings one to Washington Avenue (before mentioned), which even here boasts many handsome dwellings, and from which one obtains charming views of the river below and the country beyond. We next reach

AVONDALE,

where indeed, as elsewhere in this vicinity, one can hardly go amiss in investing in land; the salubrity of the atmosphere and healthfulness of surroundings, the beauty of the scenery, and the facilities for communication, all combine to render a large advance upon present prices almost a certainty. Springs of the coolest, purest water abound, and indeed, at no distant day it is promised that the Reservoir, just across the Passaic River, supplying Jersey city with water, is to be tapped by pipes crossing under the river, thus giving residents in this locality all the advantages in that regard enjoyed by their larger neighbor.

Our next stopping place is

FRANKLIN,

a thriving village, situated in the valley of the Yantico, a rapid tributary of the Passaic, which, passing directly through the place, not only adds a charm to its natural beauty, but affords numerous and valuable water powers for manufacturing purposes The largest and finest woolen mills in the State,the property of J. W. Stitt, Esq., are here. The adjacent country abounds in natural attractions and picturesque scenery. From Prospect Hill, an elevated plateau, immediately west of the village, and within easy distance of the depot, may be had an extended view, embracing Ruthurford Park, Passaic, and a wide expanse of landscape through which the Passaic winds like a thread of silver, while in the distance can be discerned the cities of New York and Brooklyn. At this point charming building sites can be obtained at reasonable prices. In point of *healthfulness, convenience* and *beauty*, the seeker for a "suburban home" will find this locality *unsurpassed*. The land is undulating, diversified with well wooded slopes, and has underlying it within a few feet of the surface a stratum of porous gravel, thus ensuring admirable drainage and a complete freedom from the miasmatic diseases incident to so many country homes. The proximity of the romantic Passaic, at no point more charming than here, where it winds its way through banks shaded with luxuriant verdure, affords purchasers of adjacent property rare opportunities for boating, fishing and all aquatic sports,with the additional advantage of an immunity from danger from passing boats or the numerous sailing vessels which ply upon the Hudson or other more pretentious streams.

The drives about Franklin are especially varied and attractive, including, within a circuit of three miles, the thriving communities of Passaic, Bloomfield, Montclair, Rutherfurd Park, and many lovely sylvan scenes which the *connoiseur* in natural beauties will not fail to appreciate. Communication with Newark and Belleville is also rendered easy by the recent completion of the grand boulevard, Washington Avenue, which extends in an unbroken sweep one hundred feet in width, from a point within five minutes' walk of

the center of Franklin to the very heart of Newark, and which is destined in a few years to be built up from end to end with elegant residences.

Nor are the people of Franklin slow in improving its advantages. The energy and enterprise of John W. Stitt, Esq., Silas C. Hay, Esq., and other prominent citizens, are rapidly pushing it to the foremost position among the towns on the line of the road. During the past year a variety of attractive residences, varying in value from six to twelve thousand dollars, have been erected by the two gentlemen first mentioned, both of whom own extensive tracts of property eligible for building sites. Grant Avenue, on which Mr. Stitt's improvements are principally located, affords charming views of the surrounding country, while in "Brookside Enclosure," a rural park owned by Mr. Hay, may be found sites for many retired and peaceful homes. Those so fortunate as to secure such will find in the village ample religious and educational facilities, there being four churches, two schools, and markets and stores supplying the necessaries of daily life at reasonable prices.

And now, crossing the Yantico, we resume our journey toward our junction point with the main line at Paterson, seven miles distant. We pass the dividing line of Essex and Passaic Counties just before reaching

HIGHLAND,

where, as its name indicates, is to be found a fine tract of elevated property within easy distance of the depot, and also within ten minutes' ride of the center of Passaic village. The Morris Canal at this point is within half a mile on our left, and runs hence parallel with our line to Paterson.

CENTERVILLE,

our last stopping place on the Newark Branch, is a small village principally located on the canal just west of the station, and contains a Methodist church, school, and several stores. Those who secure Suburban Homes near this point have the advantage of double communication with New York and Paterson, the Clifton Station on the main line, (see page 18) being not over half a mile distant.

NEWBURGH SHORT CUT,

Extending seventeen and a quarter miles from Newburgh Junction to Newburgh.

This route, between the cities of New York and Newburgh, although thrown open to travel but a little over two years ago, has, on account of the elegant accommodations, more rapid communication, and reduced fares which it offers, become very popular with the residents of Newburgh and points along the line. It especially claims public favor as shortening the time to New York to two hours and twenty-five minutes—less, by twenty-five minutes, than by the Fishkill and Hudson River route; and also by the fact of landing the business man, not at Forty-second street, where an additional car or stage fare, and a long tedious ride down town are inevitable, but at the foot of Chambers street, in the very business centre of the great city, whence can be easily reached the stores, offices, and markets; or by the traveler, the great avenues of departure eastward, westward, southward, and for foreign parts.

As has been stated elsewhere, the Short cut diverges from the main line at a point two miles west of Greenwood, and runs thence, a distance of seventeen and three quarter miles, to Newburgh, passing through, or near, a number of villages, every one of which is a favorite summer resort, and to each of which the construction of this branch, bringing three trains of passengers each way daily, has brought, also, a sudden increase of growth and prosperity.

The first of these places is

HIGHLAND MILLS,

comprising a population of about three hundred within a mile of the station, and containing two public and one private school, two churches, Methodist and Friends, a good store, two large boarding

houses, and a carriage manufactory. Stock raising and breeding is also carried on here successfully. Land may be bought in villa sites or building lots of a quarter acre, more or less improved, for $100, and farming land may be had at $150 per acre.

CROMWELLS

has a population of about two hundred and fifty, contains three churches, two stores, and a Post Office, and offers desirable building sites, especially adjacent to a small lake, about one mile west of the station.

At

WOODBURY,

a small village, containing a Methodist church and factories for fishing poles and lines, there are within a half mile of the station a number of attractive localities, where land per acre can be had at from $100 to $200.

VALLEY,

two and three quarter miles beyond, is the next station. Plenty of land near the depot is to be had at $150 per acre for improved, and $100 unimproved. The village contains a flouring mill, two public schools, and a Methodist church.

MOUNTAINVILLE,

the next station, derives an importance from its proximity to the celebrated Mineral Springs, which have made this region so popular. It has a population of about 500, and boasts a market, a public hall and reading room, and Express and Post Offices. Land sells here as low as $600, and as high as $10,000 per acre.

The most important way station on this branch is that at which we next arrive. The name of

CORNWALL

will recall, to many, memories of delightfully cool summer days,

passed in this picturesque and romantic neighborhood. The village of Cornwall proper is about three miles east of the station, on the turnpike road through to the Hudson, and is reached by stages or other vehicles, which are always in waiting on the arrival of trains. Its population numbers 3,500, although, during the summer months, it is, by the influx of visitors, increased to three times as many. There are nine churches, viz: two Presbyterian, two Friends, and two Roman Catholic, and one each of the Episcopal, Methodist and Baptist denominations, and eight schools, six of which are public and two private; industrial pursuits are actively followed, there being here a woolen mill, two flour mills, a paint mill, and a piano-forte manufactory. A Masonic Hall, and a Bank building, have also been recently erected.

Contiguous to the station, there are about three hundred acres of land purchasable for building purposes, while, along the turnpike road, for the entire distance through to the Hudson, and in the more immediate neighborhood of Cornwall and Canterbury, there are many tempting sites for the purchaser, offered at an average price of $400 per acre.

VAIL'S GATE AND TEMPLE HILL.

the latter being the point at which the two Newburgh Branches unite present to the visitor a small collection of houses situated on the New Windsor and Blooming Grove Turnpike, where there is a toll-gate, from the keeper of which the former took its name. Formerly it was called Tooker's Gate, for the same reason.

Henceforth, on our journey, we find ourselves confronted by a series of magnificent panoramas, in which the lofty Highlands, every moment growing nearer and nearer, loom up grandly beyond the intermediate farm-lands, as we approach

NEW WINDSOR,

one of the most promising places on this line, bidding fair, in a short time, to be well built up and with a fine class of houses.

Those already erected are, without exception, both pretty and substantial. West Point, Canterbury, Cornwall, and Idlewild, the home of the late N. P. Willis, are all near at hand, and can be reached in an easy afternoon drive. Around the depot, the grounds are being laid out in a Park, and there are visible, on every side, indications of a determined and enterprising public spirit.

The olden history and traditions of New Windsor are of exceeding interest. When Washington had his head-quarters at Newburgh, in 1782-3, the principal portion of his army was encamped here, and the site of the old camp grounds is still marked by the debris of huts; the location of "The Temple" is discernible, and the military burying-ground is strewn with the mounds of those who were interred there.

Our route hence to Newburgh, is one of novel and exciting beauty. At one time we skirt the edge of the ravine through which a rushing water course hurries headlong to the Hudson, turning the wheels of the factories as it goes; at another, we whirl around the side of a mountain, one of those towering Highlands which we have for some time been admiring from a distance, coupling with our admiration a wondering inquiry as to where our path would find its outlet through them to the river bank. But of a sudden, as we gaze, buildings, sheds, freight-houses, and shipping obstruct the view, and the train comes to a full stop at the terminus,

NEWBURGH.

Upon alighting, the visitor finds, upon his right, all the characteristics of a commercial port; steamboats, barges and sailing vessels line the piers, upon which great storehouses and granaries stand. To the left, the streets of the city run directly up the steep hill-side, affording only glimpses, however, of the beauties to which they lead, where the more attractive portion of the city stretches itself along the hilltop.

Newburgh is regularly laid out, and its appearance is at once prepossessing. Its first settlers were Germans, from the Palatinate of the Rhine, who, having been stripped of their possessions, and driven forth

by religious persecution, were sent hither by the English government. The settlement was made in 1709, by a colony of fifty-six persons, including a minister and parish clerk, and was called "the Palatine Parish by Quassaick," the latter term being the Indian name of a small creek, bounding, on the south, a portion of the present city. Thenceforth, the settlement grew rapidly, in 1802 was incorporated, in 1865 became a city, and to-day has a population of 20,000, with the promise of becoming, at no distant day, an important railroad centre. The Hartford, Providence and Fishkill Railroad is being rapidly pushed forward from Waterbury, Conn., toward the Hudson, which it will reach at Fishkill, directly opposite Newburgh, and connected with it by excellent ferry facilities; the Dutchess and Columbia Railroad also runs eastward from Fishkill, and the projected West Side Railroad from Albany to New York will pass directly through the city of Newburgh.

In the city, and its vicinity, are many localities of historic interest. The house of Jonathan Hasbrouck, standing upon an eminence in the southern portion of the city, and overlooking the river, was, from April, 1782, to October, 1783, the head-quarters of Washington, the army being encamped in the vicinity, principally at New Windsor.

The building, which is an unpretending farm-house, of rough grey stone, was bought a few years since by the State, and is now the Mecca of every patriot who visits the city of Newburgh, containing, as it does, a thousand interesting revolutionary relics, including the arm chair in which General Washington was wont to sit, and a fire-shovel which was in use during his occupation of the place.

"Once; ah once, within these walls,
One whom memory oft recalls,
The Father of his country, dwelt:
And yonder meadows, broad and damp,
The fires of the besieging camp
Encircled with a burning belt.
Up and down these echoing stairs,
Heavy with the weight of cares
Sounded his majestic tread;
Yes; within this very room
Sat he, in those hours of gloom,
Weary both in heart and head."

The drives in the vicinity of Newburgh are among the most pleasant in America. To the south, may be reached "Murderer's Creek," a name rendered memorable by Paulding's tradition of "Naoman," the camp-grounds of New Windsor, the head-quarters of Steuben and Lafayette, the residence of Willis, and many modern seats of beauty and taste. To the southeast are the burial grounds and the homestead of the Clintons, the right-hand men of Washington; to the west, those of the Coldens, and to the north, is the Dans-Kammer, a point, the history of which reaches back to the domination of the Indian tribes. Within a circuit of nine miles, are West Point, Fort Putnam's monumental rocks, the Beacon Hill of the Highlands, the scenes of Cooper's "Harry Birch," and the historic Dans-Kammer monument, telling of a nation which we never knew.

With such surroundings, is it not remarkable that Newburgh has rapidly attained a prominence as the abode of wealth and enterprise. Convenient of access by its railroad connections with the Erie, bringing it within about two hours of the heart of the Metropolis; its atmosphere healthful and bracing; possessing six public and several excellent private schools, (including the celebrated Newburgh Institute, a model school for boys), twenty-one churches, representing all Christian denominations, four banks, two newspapers, cotton and woolen mills, and iron works and foundries; and, what is more creditable than all, boasting noble, public charities, and a good, local government. Newburgh deservedly ranks among the fairest and proudest of the cities, not alone of the Empire State, but of the entire country.

Within a circuit of two miles from the depot on Front street, there are offered, at points overlooking the Hudson River, several hundred acres of land very desirable for building purposes. Prices vary from $300 to $5,000 per acre, and city lots from $300 to $2,500 each.

THE NEWBURGH BRANCH,

Extending eighteen and three quarter miles from Greycourt to Newburgh.

From Greycourt, it will be remembered, the Newburgh and Warwick branches diverge, northeastward and southwestward respectively, to the towns which give them their names. These are, it may be stated, operated as a single line, trains running directly through between Warwick and Newburgh, and stopping at Greycourt, only as a connecting point with trains on the main line—while, again, one train daily runs direct each way between Middletown, on the main line, and Newburgh. It will thus be easily inferred that this branch of the Erie, both in freight and passenger traffic, is full of activity and bustle. By this route, the citizens of Warwick, Goshen, Middletown, Port Jervis, and Newburgh, find a cheap, frequent and rapid means of intercourse, and those owning or purchasing property along the line, find themselves thrown into semi-daily connection with New York. A large amount of freight brought from the West by the Erie Railway is carried over this route to Newburgh, and thence shipped by barges to New York.

Leaving Greycourt, we pass through two miles of alternate meadow lands and cuttings to

CRAIGVILLE,

a pretty, though secluded, village of about five hundred inhabitants, in which signs of modern progress are visible on every side. There are here two churches, a Methodist and a Presbyterian, a public school, a tavern, a cotton factory, two grist mills, and a steam mill, the former being worked by water power, in facilities for which the locality abounds. South and west of the depot, there are forty or fifty acres of rich land purchasable at the rate of from $150 to $500

per acre for improved, and $80 to $150 for unimproved. Here, as almost everywhere else in Orange County, the woods and fields abound in game, and the brooks and ponds in sport for the angler.

Resuming the ride, one comes, just beyond Craigville, upon a superb bit of scenery, or rather a panorama, in which a wide stretching peaceful valley, a distant mountain, wheat fields, apple orchards, and a quaint farm house form prominent features; but the iron horse, unmindful of nature's allurements by the way, whisks us on through thicket and glen to the considerable village of

WASHINGTONVILLE,

another important center of the milk trade, about 5,000 quarts being shipped hence daily. The place, which is embowered in a rich growth of foliage, and which, in the style of its dwellings, and the laying out of its thoroughfares, makes just pretensions to rural beauty, numbers about eight hundred inhabitants, and at once strikes the visitor as a prosperous and thriving village. It contains a Methodist, and two Presbyterian churches, several public and private schools, including a female boarding school of high repute, two well kept hotels, two public halls, flour and feed mills, a plaster mill, a sash and blind factory, and bakery, millinery, dry goods and grocery stores. The healthfulness of the place is unsurpassed, the large annual influx of summer visitors being alone sufficient to attest the fact. The whole region is filled up with a prosperous farming population, distinguished alike for intelligence and refinement. In the vicinity reside many men of wealth and position, among whom may be mentioned the well-known grape growers and wine makers, the Jaques Brothers, whose grounds and buildings at Blooming Grove are well worthy of inspection. To the north of the village, and two or three miles distant, stands the homestead of the renowned Clinton family, where De Witt Clinton passed his boyhood; and about the same distance westward, may be seen the antiquated church of Blooming Grove, said to be the oldest, with one or two exceptions, in the country.

Washingtonville has experienced a new and rapid growth during

the past year, and many investments in real estate have been the result. There are several hundred acres of good land in the market, at prices varying from $500 to $1,000 per lot, and $125 to $200 per acre, according to location.

Two miles and a half further on, after passing through a landscape of fresh and ever changing beauty, we reach

SALISBURY,

a village, which, during the past year, has greatly improved in attractiveness to the visitor. The Otter Kill, running directly through it, and making magnificent falls, furnishes a fine water power, by which a paper mill, erected at a cost of $200,000, and employing eighty hands, is run; a grist mill and a tan yard are also among the industrial features of the village.

The population numbers about four hundred. The Methodists have a church here, and there are also two schools, one of them public. The prospective purchaser may find here, within three minutes walk of the depot, one hundred acres of good productive Orange county land, for sale, at about $150 per acre.

And now, after passing Vail's Gate, surrounded by many rich pieces of farming land, we reach Temple Hill, from which point we proceed through New Windsor to Newburgh over the route already described, as a portion of the Newburgh Short-Cut.

THE WARWICK BRANCH,

Extending ten miles from Greycourt to Warwick.

This road is owned by a separate Company, who pay the Erie Railway Company an annual rental for the rolling stock used in operating it. The intention of the stock-holders is to continue this road through New Jersey to Belvidere on the Delaware, where connection will be made with the great Pennsylvania coal fields, and the Lehigh Valley. This, with the completion of the Boston, Hartford and Erie Railroad, running directly through, from opposite Newburgh to Boston, will facilitate direct shipments of coal to the latter city.

The first stopping place, after leaving Greycourt, is

EAST CHESTER,

which, in reality, is but another portion of the town of Chester, through which we have previously passed on the main line. Just beyond the station, a landscape full of beauty and grandeur greets the eye.

SUGAR LOAF,

the next station, derives its name from the mountain, the conical peak of which looms up, grey and hoary, near at hand. The village itself is small, but picturesque in location.

LAKE STATION,

another small settlement, derives its name from Clark's Lake, a beautiful sheet of water situated east of the railroad, just beyond it.

STONE BRIDGE

is the point at which passengers connect with the pretty village of Bellvale, containing a church, a public school, two grist mills, and a number of stores and shops.

WARWICK,

the terminus of the branch, has upwards of 1,500 inhabitants, and is a town of some importance. The swift Wawayanda Creek passes directly through its centre, adding not a little to the beauty of the village scenery. The streets are well laid out, graded, shaded and paved, and the residences, as a general thing, are neat and tasteful, and embrace many elegant new cottages and villas, surrounded by flower gardens and terraces, and possessing the same pleasing characteristics noticeable in those at Goshen or Middletown. When the railroad was first completed to this point, nine years ago, there stood but three houses, where now is the more modern and beautiful portion of the town. The elegant residence of the great landscape painter, Cropsey, is situated on a romantic hill-side not far away.

There are six churches here—Dutch-Reformed, Episcopal, Methodist, Presbyterian, and Old and New School Baptist, the size and general appearance of the houses of worship being worthy of note. Several district schools, and a school for instruction in the higher branches, afford abundant educational facilities. There are three good hotels in the village, with a livery stable attached to each. The Warwick *Advertiser* is published here, and the First National Bank of Warwick has been incorporated. Wawayanda Lodge No. 544 F. & A. M., holds its regular communications in a commodious lodge room of its own. The drives and rambles in the country adjacent to Warwick are full of beauty; a spacious cemetery, situated in the outskirts, is handsomely laid out, and contains several costly and beautiful monuments. During the past year, public water works have also been established.

The purchaser will find many rare building sites and farm land in this neighborhood, should he conclude to settle here. Village plots can be had at from $300 to $1,000 according to location, and land for farming purposes sells per acre at prices varying from $100 to $200.

Montgomery and Walkill Valley Branch,

Embracing the Montgomery and Erie Road, extending ten and a quarter miles from Goshen to Montgomery, and the Walkill Valley Road, extending thirty-three miles from Montgomery to Kingston.

From Goshen to the pleasant village of Montgomery, renowned as the resort of amateur sportsmen at certain seasons, this branch passes northeastward through a rich farming country, Campbell Hall, situated about midway, being the most important station. From Montgomery, it follows, as its name denotes, the Valley of the Walkill through Walden, a thriving manufacturing town with magnificent water power, and a good architectural country about it, to Kingston, to and from which point two trains are run daily. Rosendale, famed for the manufacture of building cement, is the most important point on this section of the line, and here a magnificent iron bridge 900 feet in length has been constructed.

By the recent completion of this line, another great artery, connecting the metropolis with the west shore of the upper Hudson, has been opened to the traveling community.

To aid in the extension of the line along the Hudson to Albany, its ultimate objective point, the Legislature has authorized the towns in the Counties of Greene and Albany to issue bonds to the extent of one-twentieth of the taxable property, upon the written petition of the tax-payers.

PINE ISLAND BRANCH,

Extending eleven and three quarter miles from Goshen to Pine Island.

The intention of the incorporators of this road is to construct it ultimately to the State line, about three miles beyond its present terminus, and thence, under the provisions of a New Jersey charter, to Deckertown, in that State. The road runs southwestward from Goshen, passing through an excellent milk and butter producing region, passing through Orange Farm to the charming little village of Florida, widely known as the early residence of the Hon. Wm. H. Seward, most of whose relatives still reside here, and whose father founded at this place the Seward Institute, a seminary for young ladies. There is also at Florida a good hotel, called by some the best in the county, and there are in the vicinity numerous small lakes with very good fishing.

Monticello and Port Jervis Branch,

Extending twenty-four miles from Port Jervis to Monticello.

This road was chartered by the State Legislature in September, 1868, and was thrown open to travel about a year ago. It is substantially constructed, with room for a double track, has no trestle work, and but little bridging, and, although but a short time in operation, is already doing a handsome business in the transportation of passengers and freight.

From Port Jervis, the line runs in a northerly direction along the Deerpark Valley to

HUGUENOT,

a village deriving its name from the fact of its having been originally settled by the Huguenot refugees. The mineral springs of this locality present many interesting phenomena, as for instance, two springs bubbling up within four feet of each other, one of them clear and pure as crystal, the other so strongly impregnated with iron as to be discolored by it. A spacious and handsome hotel has been erected here, and is annually patronized to a liberal extent. At

ROSE'S POINT,

four miles further on, are to be found the blue flagstone quarries which seem to be inexhaustible in extent, and which have of late been energetically and profitably worked.

A strikingly picturesque feature of this locality, too, is the Suspension Aqueduct, whereon the Delaware and Hudson Canal crosses the Neversink Valley.

OAKLAND,

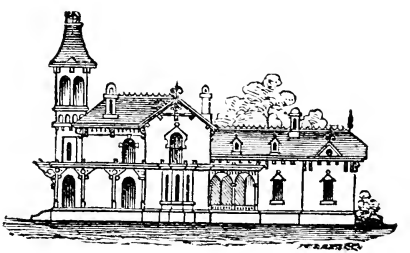
thirteen miles from Port Jervis, is a brisk lumber settlement, possessing several mills, tanneries and quarries. A wheelbarrow factory is also in operation.

HARTWOOD,

three miles further on, possesses the same general characteristics The line hence extends in a northwesterly direction to the beautiful village of

MONTICELLO,

charmingly located in the midst of picturesque scenery, and 1,400 feet above the level of tide water. It numbers about 1,500 inhabitants and has four churches, a male and female academy, a district and a private school, and two newspapers, the *Republican Watchman* and the *Sullivan Co. Republican.*



An Italian Villa.

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Architectural Book Publishers, 27 Warren Street, New York.

Northern Railroad
OF NEW JERSEY.

Rates of Commutation.

Between Jersey City and	Distance in Miles from Jersey City.	One Year.	First Six Months.	Second Six Months.	Three Months.	One Month.
Wilsonville (County Cross Road)	2½	40 00	25 00	20 00	13 50	8 00
Tyler Park	3	50 00	30 00	25 00	17 50	9 00
Homestead	5	60 00	40 00	35 00	22 50	10 00
New Durham	5⅝	60 00	40 00	35 00	22 50	10 00
Granton	6⅝	62 50	41 25	36 25	23 50	10 50
Fair View	8	65 00	42 50	37 50	24 50	11 00
Ridgefield	9	70 00	45 00	40 00	26 25	11 50
Leonia	11½	75 00	47 50	42 50	28 25	12 00
Walton	12⅜	80 00	50 00	45 00	30 00	13 00
Englewood	13¾	85 00	52 50	47 50	32 00	14 00
Highland	14¼	86 25	53 25	48 25	32 50	14 50
Tenafly	15⅝	87 50	53 75	48 75	33 00	15 00
Cresskill	17	88 50	54 25	49 25	33 50	16 00
Demarest	18	90 00	55 00	50 00	34 00	17 00
Closter	19¼	95 00	57 50	52 50	35 75	18 00
Norwood	21	97 50	59 00	54 00	36 50	18 50
Carrieville	21⅝	98 75	59 50	54 50	37 00	18 75
Tappan	22½	100 00	60 00	55 00	37 50	19 00
Sparkill	23⅝	100 00	60 00	55 00	37 50	19 00
Piermont	24⅝	100 00	60 00	55 00	37 50	19 00
Nyack	28½	100 00	60 00	55 00	37 50	19 00
Orangeburgh	25	107 50	63 75	58 75	40 50	20 50
Blauveltville	26¼	110 00	65 00	60 00	41 25	21 00
Nanuet	30⅝	115 00	67 50	62 50	43 25	22 00
Spring Valley	33¼	117 50	68 75	63 75	44 25	23 00
Monsey	34½	120 00	70 00	65 00	45 00	24 00

Northern Railroad of New Jersey.

This road starts from Jersey City, diverges from the main line just west of the tunnel, and thence runs along the western base of Bergen Heights and the Palisades to Piermont. In addition, an Extension runs from Piermont along the summit of the Highlands to Nyack.

Upon leaving the main line, we first perceive the green slopes and lawns of

TYLER PARK,

a recently opened property, which, by its proximity to the city, and by its yet being just outside the corporation limits, enjoys all the advantages of municipal government, such as horse cars, gas and water, without the burdensome taxation which usually accompanies such luxuries. Single fares to this point are only ten cents, and commutation forty dollars per annum. A magnificent avenue, forming a part of a direct line from Jersey City to Paterson, intersects the Park, and will be, when completed, unsurpassed as a carriage drive. The streets are now being graded and drained, and lots can be purchased on most favorable terms by payment of a small cash instalment. No purchase money is required from parties willing to build at once.

HOMESTEAD

is the next station we reach. It is half an hour's ride from New York, and has five trains each way daily. Lots sell at from $100 to $300.

At

NEW DURHAM,

market gardening is very profitably followed, the soil being quite productive. Four trains each way stop daily, the ride from New York occupying only thirty-five minutes.

One mile further north is

GRANTON,

(formerly known as Allertons), having the advantage of seven trains up and down daily, and distant thirty-nine minutes ride from Chambers street. The facilities for cultivation are good, and the prices of land range about the same as at the two previously mentioned villages.

Passing through a heavy cutting, the first on the line, we next reach

FAIR VIEW,

(formerly called English Neighborhood), nine miles from New York, reached thence in forty-four minutes, and accessible by seven trains to and from it daily. Here, several handsome residences are visible, streets are laid out, and everything presents an aspect of thrift and comfort. Land sells here at from $100 to $350 per lot, and from $400 to 1,000 per acre.

RIDGEFIELD,

one mile beyond, is the junction point with a road crossing the meadows to the village of Hackensack. The place is quite an active and growing one, has the superior advantage of eight trains in each direction daily, and is only forty-seven minutes ride distant from the city. Land owners are active, and quite a number of new and elegant buildings, and an Episcopal Church, have been erected during the past few years. Many pleasant villas are discernible by the passing passenger, and the church spires rising among them add a beauty to the scene.

LEONIA,

a pretty village, two miles and a half further on, is noticeable as possessing quite a number of elegant residences, a public school, and several churches. Eight trains, going each way, stop daily at the

station, which is reached from New York by a trip of fifty-three minutes.

At this point, the land on the left of the track becomes higher, affording good building sites, while on the right hand, the hill rises by a gentle slope to the summit of the Palisades. Now we near

ENGLEWOOD,

an active and flourishing village, one hour distant from New York, and reached by nine trains daily. It has a population of over 2,000, and contains five excellent schools, (public or private,) for both sexes, Episcopal, Presbyterian, Methodist, and Roman Catholic Churches, a good hotel, and a public hall. Near the railroad is also a large steam mill, furnishing power to a carriage manufactory and other industries. A handsome avenue runs hence up to the Palisades, where may be found a magnificent view of the Hudson, and a canal is projected to connect with New York by way of the Hackensack River, thus bringing navigation directly to the village.

As a place of residence, Englewood is very popular, and daily becoming more so, among New Yorkers. Really a country home, it nevertheless abounds in the abodes of those who, having passed the crowding, hurrying era of life, can afford to devote a few hours of each day in quiet contemplation, or to the enjoyment of rural delights. The very appearance of the place indicates the moral and intellectual habits of those who have here sought homes. Prominent among the dwellings is one valued at $75,000, the property of the President of the Panama Railroad Company, and there are many others, which are, in beauty and costliness of finish, worthy of admiration.

About two thousand acres of land are in the market here at an average price of $1,000 per acre. Building and transfers of real estate have been going on actively of late years, giving promise of a continually increasing rate of growth.

A mile beyond Englewood is

HIGHLAND,

The lands in the vicinity of this station are dry and very desirable as building sites, the water is of good quality, and the scenery charming. Within the circuit of a mile, are two Episcopal, two Presbyterian, and Baptist, Methodist and Roman Catholic Churches, two select schools and a district school. The population is estimated at about 300, although, within the circuit mentioned, there are three times that number of residents. About 500 acres, situated within a half or three-quarters of a mile, can be had in lots, plots, or acres, at moderate prices, improved land selling at $1,000 and $1,500, and unimproved at $650 and $1,000 per acre. Eight trains stop at Highland daily.

Still another mile brings us to

TENAFLY,

(formerly known as Highland House,) distant sixteen and three-quarter miles from New York, and reached by eight trains daily. A picturesque stone chuch, built by the Presbyterians, is conspicuous in the general view, and the Episcopalians, Methodists, Baptists and Roman Catholics all have their own neat places of worship. The roads are all macadamized, and the sidewalks, ornamented with a double row of young maples, give a very pleasing effect. The grounds surrounding the depot are handsomely ornamented with trees and grass plots. The healthfulness of this section of the country is proverbial, and it has long been a resort for invalids. A beautiful cream-colored stone, resembling the Caen stone of France, used for building, is found in great abundance in the mountain slope. Land sells here at about the same price as at Englewood.

One mile and a quarter beyond Tenafly is the important station of

CRESSKILL,

between which point and Jersey City, two additional special trains, (eight in all), are run daily. The population numbers six hundred,

and there are the usual facilities for purchasing the necessary articles of daily life. A thousand acres of Palisade property, with unexcelled river and landscape views, are offered for sale at this point, at about $1,000 per acre. Land sells near the depot at $100 per lot.

DEMAREST,

a mile further on, has a Post-office, district school, livery stable, and hotel, while a Seminary for young ladies, and the finest depot on the line, are also here projected. The surroundings of the latter are to be ornamented by a park and lake. Land sells here at $100 to $200 per lot, and $400 to $1,200 per acre.

We next reach

CLOSTER

a village of five or six hundred inhabitants, about twenty miles (an hour and nineteen minutes ride) from New York, and reached by seven trains daily. It contains three schools, two churches, (Methodist and Reformed Dutch,) a number of stores, many handsome dwellings, and two chair manufactories. Land sells here at $300 to $1,000 per lot (50x100), and acre land for farming purposes at $300. There are about five hundred acres in the market.

NORWOOD,

a mile and three-quarters beyond Closter, has about the same number of inhabitants and the same railroad facilities. There are within a mile of the depot, at this point, a thousand acres available for purchase, at an average price per lot (50x150) of $300, or per acre, (improved) $500 to $1,000. Norwood has two churches, Episcopal and Presbyterian, a public school, and a well conducted seminary. Three brick yards are in profitable operation near the village.

A ride of a mile and a half further north, brings us to the State line, and we enter Rockland county, close upon the border of which

stands the old historic village of

TAPPAN,

memorable as the spot where Major Andre was executed. Here are grand indications of modern enterprise, and the demand for Suburban homes is annually more apparent. Roads have been widened, and new ones opened, buildings are going up, and the whole aspect of the village, as seen by the arriving passenger, conveys the assurance that here dwell energy and thrift. There are two churches, two schools, a Post-office, quite a variety of stores, and a population of 500, and, within half a mile of the station, there are about two hundred acres of land for sale, at $600 per acre, and $300 to $500 per lot. Farms, with good buildings on them, can be had, at from one to three miles distance from the depot, for $300 per acre.

SPARKHILL,

about one mile and a quarter beyond, is the junction point of the Northern Railroad with the Erie as originally constructed from Piermont westward. This station promises to be one of the most convenient and attractive of the many new clusters of beautiful homes in the vicinity of the Metropolis. It has the advantage of seven trains each way daily, and boasts a population of 500. During the past season, the grounds adjacent to the depot were laid out into a park. It is also in contemplation to build an Athenæum, to cost fifty or sixty thousand dollars, for lectures and musical entertainments. A macadamized Boulevard, 80 feet wide, is also to be opened from this point to Rockland Lake, the greater part of it running in full view of the Hudson River. Land sells here at $800 to $1,500 per acre, and $300 to $1,000 per lot.

At this point, for the first time since leaving the tunnel, we see an opening in the Palisades, which have so persistently shut out our view of the river, and, through this opening, lined on one side by a continuous village, we now pass, on a descending grade of sixty feet to the

mile, down to the river bank, catching some glorious glimpses of the Hudson as we go on, and find ourselves at

PIERMONT.

The pier built by the Erie Company at this point is a mile in length, and, at the outer extremity, expands to three hundred feet in width, including a spacious dock for boats. Large wooden buildings are erected at the end of the pier, and along its surface are innumerable tracks and switches. The land at the head of the pier is all made ground, on which stand the spacious work-shops and engine-houses of the Company, employing, in times past, a large number of hands in car-building, engine-building, and repairing, but now dismantled and idle. The embankment on which the station-house stands, divides the village into two parts. On the north is the main business street, facing the work-shops and showing along its entire length, neat stores, and dwellings, a church and a hotel, while above rise the steep mountains, dotted with cottages, and occasional villas. To the south, along the Sparkill Creek, the village stretches away toward Upper Piermont, which, in fact, may, with Piermont, be considered one and the same place, in this description. The joint population is estimated at about two thousand. There are five churches, Episcopal, Methodist, Baptist, Reformed, and Roman Catholic, and two public and two private schools, with any number of stores and markets, supplying the wants of daily life. As for building sites, probably no point which we have thus far visited offers them in greater attractiveness or variety. The completion of the railroad, running along the summit of the hills, from Upper Piermont to Nyack, and of several new carriage roads, has thrown upon the market a large amount of unimproved property which has thus become very desirable for villa sites. The visitor will find it worth while to ascend the heights above the village and enjoy the prospects they afford. The most striking of these is the map-like view of the station and pier, which last seems to stretch half way across the river. Opposite, is Mr. Paulding's residence at Tarrytown, and "Sunnyside,"

the country seat of the late Washington Irving. It was near the former village that Major Andre was captured. The broad placid sheet of the Hudson contrasts strangely with the busy scene at our feet, while, on the right, just beneath us, winds the sinuous Sparkill among the grassy meadows. Northward, we have a superb view of the Nyack hills and the Tappan Zee, and if we turn around to the west, the summit of the Torne raises itself against the sky, from amid the hazy landscape beneath it.

Near this charming spot, there is any quantity of land to be had at from $500 to $1,000 per lot, or, for farming purposes, at $500 per acre.

GRAND VIEW

is the first station on the Nyack Extension railroad, running along the summit of the Palisades from Upper Piermont, a distance of four miles to Nyack. At this, the highest point on the line, the track has an elevation of two hundred and fifty feet above the river, and the passenger is treated to one of the most delightful bits of scenery to be found anywhere on the entire route. A mile or more beyond, we come to

MANSFIELD AVENUE,

a station erected at the crossing of the avenue leading to the Rockland Female Institute, an imposing edifice, located on the river bank, and but a few minutes walk distant. By this time, we are within the corporate limits of

NYACK,

distant from New York twenty-eight miles, and beautifully situated as is Newburgh, on the slope overlooking the river. It has a population of about five thousand, a large number of whom are engaged in the manufacturing interests, which bid fair yet to make the place one of the largest and most prosperous among the river cities

of the majestic Hudson. Shoes to the value of nearly half a million dollars are annually shipped hence, while the manufacture of wooden-ware, and boilers, and the building of boats and yachts, each give employment to a considerable number.

In addition to its extensive home industries, Nyack boasts also a National Bank, (the Rockland County,) a volunteer Fire Department, (two companies,) Gas Works, Churches of the Presbyterian, Reformed, Episcopal, Baptist, Methodist, Roman-Catholic, and Universalist denominations, some of which are very elegant structures, and an excellent educational system, including a three story Public School House, built of brick, and visible from the depot.

The drives in the vicinity are charming, especially that one extending along the river bank from Nyack to Piermont, lined by a succession of tasteful residences, and shaded by long rows of elms and beech trees; in short, as a place of residence, Nyack may be said to present, with its clear, invigorating atmosphere, its complete drainage, and attractive scenery and surroundings, unsurpassed beauties for the seeker after a Suburban Home. Property sells at from $2,000 to $5,000 per acre, and at from $300 to $1,000 for village lots eligibly located.

From Upper Piermont, again our course lies northwestward, by way of the Erie Railway proper. A ride of a mile and a quarter brings us to the little village of Orangeburgh, and still another, of the same distance, to

BLAUVELTVILLE,

distant from New York twenty-seven and a quarter miles, and reached by five trains daily. This village numbers five hundred inhabitants, and contains Roman Catholic and Presbyterian Churches, three schools, a hotel, a tobacco and a chair manufactory, and exhibits many signs of activity in the widening and cutting of roads and building of new houses and stores. Considerable business is done here, both in the milk and strawberry trade, it being stated

that as long ago as 1855, a single train carried hence to New York, 80,000 baskets of strawberries, and 28,000 quarts of milk.

The price of land here varies considerably according to locality, running as high as $1,000 and as low as $450 per acre.

At Blauveltville, the road passes through a deep cutting of clay, and a mile or two beyond, over a long embankment, from which a fine view is obtained. The country is very open here, and looking to the southeast, we can see the bold headlands of the Palisades, stretching away as far as Hoboken.

NANUET,

the next stopping place, now acquires a new importance, as being the point at which the Erie is intersected by the New York and Hackensack Extension road to Haverstraw. Of its general characteristics, but little can be said. The country hereabout, which was originally settled by Dutch Huguenots, has an uninteresting, dull aspect, varied however, at one point, by the view of a brown stone Gothic cottage, of elaborate design and finish, built by the celebrated self-taught Scottish sculptor, Mr Thom, whose skill stands recorded, not only in that well-known work of art "Tam O'Shanter and Souter Johnnie." but, in a life-size statue of Washington, cut from a single block of stone.

A short ride from Nanuet brings us to

SPRING VALLEY,

a point which, in common with the preceding one, enjoys a large accession of traffic in consequence of the recent prolongation of the Hackensack Extension Railroad. It is a thriving village of 2,500 inhabitants, full of life and energy, and with five churches, (Episcopal, Methodist, Reformed, Baptist and Roman Catholic), good hotels, and schools, and an extensive factory devoted to the manufacture of mosquito netting. Price of land, $300 and $1,500 per lot; $100 and $400 per acre.

About a mile further on is

MONSEY.

Here the road reaches the summit of the sixty feet grade by which we ascend from the shores of the Hudson, and from this point the track again descends for a distance of five and a half miles to Suffern. The population of Monsey is about 500, and the village contains two churches, and a public and primary school. About fifty acres of land are in the market, lots selling anywhere between $200 and $1,000, and acres at from $100 to $1,200.

TALLMANS

is the terminus for passenger trains on the Piermont Branch, and also of a branch on the Hackensack Road. The people here are displaying considerable activity in bringing their land into the market, and good building sites or farming land may be had at extremely reasonable rates. After we pass Tallmans, there looms up directly across the line of the road, a dark curtain of mountains, rising higher as the traveler approaches. The long line of the ridge is soon broken into what is called the Ramapo Gap, and here, in its very jaws, we reach Suffern, the point at which we before arrived by the main line from Jersey City.

And now, reader, the long shadows of evening are alling athwart the meadows, "the sun is creeping o'er steeple and tree," the distant hills grow purple and shadowy in the sunset, and the cool night breeze comes in through the car windows, as, with the endless clatter of wheels, and the tireless snort of the iron horse, we are whizzed rapidly homeward to Gotham, whence, a week ago, we set out upon this extended, yet delightful trip. And back with us, as we go, we carry sunny memories of the numberless charming spots through which the journey has led us. From wooded mountain top, surrounded by a solitude as profound as existed there in the days of the

Creation—we have looked down upon fertile valleys, teeming with life and happiness; from the depths of sylvan glades we have glanced upward, only to catch glimpses of the clear, blue sky, peeping in through the tree-tops; over meadows where the cattle low, through hamlets where the mill-wheels clatter, by bridges where the river rushes, through forest of grand old oaks which have shielded from the summer sun generations long since dead and gone, have we glided on the parallel lines of glistening steel, learning a world of teachings from Nature, and gaining ever new confidence in, and admiration for, the industry and enterprise of man.

Permit us, then, reader, to give you, and the Suburban-Home-seeking public, a few hints which may be of service. First of all, lose no time in selecting your property, and when you buy, buy at once all you need; not for speculation, but for actual settlement. Once a land owner, become a householder. Build yourself a house, large or small, plain or elegant, according to the size of your family or your purse, but, at all events, make it *substantial* and *comfortable*. Do not fail to provide for keeping poultry, and a cow, nor for the culture of fruit, vegetables and flowers. Make the surroundings of your home as attractive as its interior, regulate your habits by the hours, cultivate a kindly sociable disposition towards your neighbors, and you'll live in your Suburban Home to an honored and ripe old age, and see your children, and your children's children, rise up and call you blessed.

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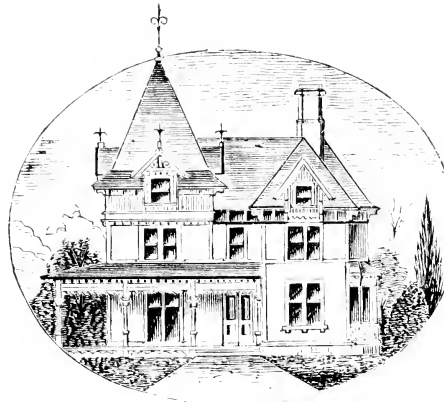

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